

The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE,

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 511.—Vol. XV.]

LONDON: SATURDAY, JUNE 7, 1845.

[PRICE 6D.]

IMPORTANT SALE OF MINING SHARES.

Paying large Dividends, and presenting very eligible investments for capital.
MR. C. WARTON begs to announce, that he is directed by the Executors of the late Henry Gilbart, Esq., to SELL, BY AUCTION, at the Auction Mart, London, on Tuesday, the 10th of June, at Twelve o'clock, SHARES in the following important **BRITISH MINES**—viz., East Wharfedale, Wharfedale, Leant, Fowey Consols, Dolcoath, the Providence Mines, South Roscar, Hallenbeagle, Brewer, Wheel Henry, Wheel St. Clear, Wheel Robins, Wheel Morris, Rose Consols, &c.; also several shares in Holmwood, Blackdown, Tamar Consols, East Tamar, Stray Park, &c. Particulars may be had in due time, at the Auction Mart; at the Golden Lion Hotel, Liverpool; Pearce's Hotel, Truro and Penzance; and of Mr. C. Warton, auctioneer and estate agent, 38, Threadneedle-street.

VALUABLE SPACIOUS FREEHOLD WORKS OF THE BRITISH WHITE LEAD COMPANY, at BIRMINGHAM HEATH.—TO BE SOLD, BY AUCTION, BY MR. GIMBLETT, on Tuesday, the 10th of June next, at the Union Inn, Union-street, Birmingham, at Four o'clock in the afternoon, subject to conditions then to be produced, all those substantial FREEHOLD WORKS, situated at Birmingham Heath, about a mile and a half from the centre of the town of Birmingham, consisting of spacious and lofty rooms or chambers, used as carbide works, washing, and drying-rooms; also store-rooms, laboratory, chimney stack, &c.; together with the excellent offices and manager's dwelling-house attached; also a smithy, stables, and extensive yard—the whole enclosed by a wall. There is also a frontage to the Old Birmingham Canal.—The PLANT altogether occupies about 14 acres of land.

In the erection of the above buildings no expense has been spared, which are of superior construction, well arranged, and in complete repair, and capable of being used for any trade where extensive, lofty, and substantial premises are required. The opportunity now presented to the manufacturer and the capitalist is rarely to be met with. There is in the works a STEAM-ENGINE, of 30-horse power, and extra boilers, together with the other MACHINERY, &c., lately used in the making of white lead, all of which are in perfect preservation, and will be offered, in the first instance, with the works, but in case they shall not be sold, the works will then be offered without the machinery, &c.—For further particulars apply to Mr. John Howard Baker, solicitor, 12, Watlington-street; or to the auctioneer, 34, Cherry-street, both of Birmingham.

MONMOUTHSHIRE.

IMPORTANT TO IRONMASTERS, COAL MERCHANTS, AND CAPITALISTS.—TO BE SOLD, BY AUCTION, BY MR. JOHN WILLIAMS, at the Clarence Inn, in Pontypool, on Thursday, the 12th of June, 1845, at Two o'clock in the afternoon (subject to such conditions of sale as shall then be produced), all that valuable ESTATE, called by the name of "PEN Y TRANCE," situated in the parish of Trevelin, in the county of Monmouth, and containing by admeasurement 36 acres and 1 rood, chiefly arable and pasture land, with some coppice; together with a good farmhouse and buildings, and two cottages thereon, producing the sum of £26. The estate abounds in minerals, both ironstone and coal, and there can be no doubt, from the result of the workings in neighbouring properties, that the following veins will be found therein—viz., the Sops Vein, Black Pins Mine, New Vein Coal, Droydd Vein Coal, Red Vein Coal, Yard Vein Coal, Meadow Vein Coal, Stone Vein Coal, Yard Vein Mine, Meadow Vein Mine, Spotted Pin Mine, and the Bottom Vein Mine.

The property offers peculiar advantages, inasmuch as the veins may be worked either from the Cwm Nant dda or from the Cwm Glyn Valley, and can be brought to market at a cheap rate, the estate being distant only about 600 yards from the Cwm Nant dda tramroad, which joins the canal at Pontnewydd rolling-mill, and also within easy distance of the tramroad, leading from the bottom of Blaen y Cwm incline plane. The estate is comprised of the Manor of Wentland and Bryngwyn.

For further particulars apply to Mr. William James, mineral surveyor, Treant, Pontypool; to the auctioneer; or to Messrs. Frothero and Tegg, solicitors, Newport.

TO COAL AND IRONMASTERS, CAPITALISTS, RAILWAY COMPANIES, AND OTHERS.—IMPORTANT SALE OF VALUABLE COAL PROPERTY, in the FOREST OF DEAN, Gloucestershire.—MR. PHILIP ROBINSON will SELL, BY AUCTION, at the Bell Hotel, Gloucester, on Saturday, June 21, 1845, at Five o'clock in the afternoon, that valuable and excellent COAL WORK, or COLLIERY, called the HILL DELPH VEIN OF COAL, called UPPER AND LOWER PLUCKPENNY LEVELS, together with the TEAM PLATES, HORSE WHEELS, and OTHER MACHINERY, requisite for carrying on the colliery on an extensive scale.

Particulars and conditions of sale may be had of Messrs. Sandys and Pearson, 5, Serjeant's Inn, Fleet-street, London; at the Bell Hotel, Gloucester; the King's Head Hotel, Ross; the Green Dragon Hotel, Hereford; the Beaufort Arms Hotel, Monmouth; the Feathers Inn, Ludbury; and of Mr. Josiah Pearson, solicitor, Coleford, Gloucestershire.

BOG MINES, NEAR SHREWSBURY.—TO BE SOLD, BY AUCTION, in the month of JULY next (if not previously disposed of by private contract) all the ENGINES, MACHINERY, MINING MATERIALS, and OTHER STORES, belonging to the Bog Mining Company, consisting of—

AT THE BOG MINE.
ONE 70-inch cylinder PUMPING-ENGINE, 16-ft. stroke in the cylinder and 9-ft. stroke in the shaft, with three boilers; 4 15-inch plunger-poles, stuffing-boxes, and glands; 11-pieces, clackdoor-pieces, and windboxes; 2 154-inch working-barrels, 11-ft. long each; 170 fathoms of iron pumps, from 15 to 17 inches diameter; 230 fathoms of main rod, from 9 to 14 inches square; strapping plates and pins, iron bucket rods and shells, 2 castings and shears, 200 fathoms of 18-inch capstan rope, 350 fathoms of 11-inch plunger-pole, stuffing-box and gland, 11 and clackdoor-pieces, 40 fathoms of 44-inch pumps, 300 fathoms of wooden rods, 5 to 6 inches square; strapping plates and pins, 50 fathoms of 9-inch capstan rope, winding apparatus complete; 500 fathoms of wire rope, stands, pulleys, kibbles, &c.

AT PENNERLEY MINE.
TWO 30-inch cylinder ENGINES, 4-ft. stroke, for pumping and winding, with two boilers each; balance-bobs and rods, 3 plunger poles, stuffing boxes, and glands, from 4 to 6 inches diameter; 11 and clackdoor-pieces and windboxes; 130 fathoms of pumps, 6 to 8 inches diameter; 44-inch plunger-pole, stuffing-box, and gland; 11 and clackdoor-pieces and windboxes; 40 fathoms of 44-inch pumps, 300 fathoms of wooden rods, 5 to 6 inches square; strapping plates and pins, 50 fathoms of 9-inch capstan rope, winding apparatus complete, 300 fathoms of wire rope, pithead, pulleys, kibbles, &c.

SUNDRY MATERIALS.
ONE IRON WATER-WHEEL, 14-feet diameter and 3-feet in the breast; 2 whistles, quantity of round chain, timber carriage, 2 carts, oak and deal timber, large quantity of wrought-iron rails, 24 inch by 4 inch, with cast saddles; 3 17-inch plunger-poles, 1 18-inch ditto, 1 14-inch ditto, stuffing boxes and glands, 11-pieces, clackdoor-pieces, windboxes, pumps, from 4 to 15 inches diameter, air-pipes, turnwheels, winches, ladders, kibbles, boards, slange pins, iron, of various sizes, a large quantity of wrought and cast scrap iron, smiths' bellows, vices, anvils, and tools, miners' tools and shovels, powder, miners' chests, and a great variety of other articles, too numerous for an advertisement.

May be seen on application to Frank Walker, Esq., or Mr. C. Morcom, engineer, on the premises.—Notice will be given of the day of sale.

TO BE SOLD, BY AUCTION, on FRIDAY, the 8th of AUGUST, at GEFLE, in SWEDEN.

1. GIDA IRON AND IRON SAW WORK.
In the River Gida, in NORTH ANGELMANLAND, fifteen Swedish miles north of Héransand, and 14 miles west of the landing place of Husom, together with

HUSOM FINE-BLADED SAW WORK.
situated near the landing place of that name. The iron work has five furnaces, four bar-iron hammers, one rod hammer, and two nail hammers, and is licensed for 1800 ship-pounds of bar-iron, and 8000 ship-pounds of nails, which quantity, on application to the proper authorities, may be increased by one-fourth, as well as by a proportion of 5000 ship-pounds short manufactured in former years; that the annual production may be increased to 3000 ship-pounds. The GIDA SAW WORK, with two frames, can produce annually about TWO THOUSAND DOZEN of 14-feet DEALS, three by nine inches, or other dimensions in proportion. The annual production of HUSOM SAW WORK is calculated at ONE THOUSAND FIVE HUNDRED TO TWO THOUSAND DOZEN DEALS. Ships drawing 16 feet water can load from the shore. About 600 acres of cleared ground and 15,000 acres of forest belong to this property, and the neighbouring peasantry furnish a cheap and abundant supply of charcoal and saw blocks for the use of the foundry and mills.

2. A SHARE OF ABOUT ONE-THIRD OF HEDE SMELTING WORKS.
In the province of FAHLUN, eight Swedish miles from Gefle. From THREE TO FIVE THOUSAND SHIPPOUNDS OF PIG-IRON can be produced yearly, and the ore is taken from the mines of Norberg and Biterberg. By mixing these ores steel iron is produced. The pig-iron is transported by land to Gefle, and thence by sea to Husom.

The Gida property will be up for sale, and if bid for, but not otherwise, will be followed by the share in the Hede Smelting-Works. The offers will be refused or accepted on the following day.

Further particulars may be obtained from Messrs. New, Prescott, and Co., 55, Old Broad-street, London.

COUNTY OF CUMBERLAND.—EXTENSIVE FIELD OF COAL AND IRONSTONE.—TO BE LET, for such term of years as may be agreed upon, the COAL AND IRONSTONE in the several manors of WORTHINGTON and HARRINGTON, containing in the whole about 8000 acres; and also the COAL under 400 acres of LAND at Flimby.—The collieries at Worthington and Harrington are in full work, and capable of great extension: At Flimby the coal is yet unworked. The ironstone, which contains nearly 40 per cent. of iron, extends over a large portion of the Manor of Harrington. The harbours of Worthington and Harrington (situated on the west coast of Cumberland) are contiguous to the coal pits, and the Whitehaven Junction Railway—now in the course of construction, and connecting Flimby with the other manors, will provide an easy and cheap mode of conveying the coal and iron. A considerable capital will be required to open out fully these collieries and ironwork, the Lord of the Manor is desirous of FORMING A COMPANY, or MEETING with a person of capital to work them. An ample supply of limestone may be obtained upon the spot, as well as stone and fire clay, suitable for the erection of blast furnaces, &c.

Further particulars may be obtained from Charles Thompson, Esq., solicitor, Worthington, and Mr. A. Pender, colliery agent, New Yard, Worthington—either of whom will receive proposals, and afford every facility for viewing the collieries and fields of ironstone, and inspecting the plans.

BIRMINGHAM AND STAFFORDSHIRE.

COAL AND IRONSTONE MINES, FOUNDRIES, AND FURNACES, at DARLSTON, TIPTON, and WEST BROMWICH.—TO BE SOLD, BY AUCTION, BY MR. R. CORBETT, on Friday, the 12th day of June next, at Three o'clock in the afternoon, at the Swan Hotel, Wolverhampton, in the county of Stafford, in the following or such other lots as may be determined at the time of sale, and subject to certain conditions then and there to be produced.

THE DARLSTON GREEN ESTATE.—LOT I.
All that Piece of FREEHOLD LAND, situated in King's-hill Field, at Darlston, called THE ENGINE PIECE, now in the occupation of John Kendrick; together with all the MINES and MINERALS under the same, containing 1A. 0n. 27r.

LOT II.
All those Three Pieces of FREEHOLD LAND, situated in King's-hill Field aforesaid, now in the occupation of Wm. Webb; together with the MINES and MINERALS under the same, known by the several names, and containing the several quantities following—namely:

Heathfield	2 2 25
A Plot, in the open field, near adjoining	2 0 8
Another Plot, adjoining the latter	0 0 38
	4 3 31

There are two shafts, or pits, on Heathfield, to be taken by the purchaser at a fair valuation.

LOT III.
All that Piece of FREEHOLD LAND, situated in King's-hill Field aforesaid, bounded on the east by land of Samuel Smith, Esq.; on the west by land of the Duke of Sutherland, and now in the occupation of W. Webb; together with the MINES and MINERALS under the same, containing 2A. 3A. 15r.—This lot will be sold subject to an agreement with Messrs. Teeco, for getting the New Mine Coal and New Mine Ironstone.

LOT IV.
All that Piece of FREEHOLD LAND, situated in King's-hill Field aforesaid, bounded on the east by the globe land, on the west by land of John Kendrick, Esq., and now in the occupation of Wm. Webb; together with the MINES and MINERALS under the same, containing 1A. 1A. 34r.—This lot will be sold subject to the same agreement as the last lot.

LOT V.
All those Pieces of FREEHOLD LAND, situated at King's-hill Field aforesaid, now in the occupation of William Webb; together with the MINES and MINERALS under the same:—

One of which is bounded on the east by land of John Kendrick, Esq.; on the west by land of Mr. C. Green, and contains

The other of the said pieces is bounded on the north and south sides by land of John Kendrick, Esq., and contains	1 0 27
	0 1 13
	1 2 0

And also all the MINES and MINERALS under a piece of land belonging to Mr. C. Green, in the occupation of Thomas Bird, adjoining on the east side to the first described piece of land, and containing

	2 0 27
	0 2 35
	0 2 37

There are two shafts, or pits, sunk in this lot, to be taken by the purchaser at a fair valuation. This lot will be sold subject to an agreement with Messrs. Teeco, for getting the New Mine Ironstone only.

LOT VI.
All those several pieces of FREEHOLD LAND, with the MINES and MINERALS under the same, situated at or near Darlston-green and Golding's Flat, with five substantial stone and brick-built cottages, pig-houses, and stabling erected thereon—part of which were formerly occupied as offices by the Birmingham Coal Company. And also all those extensive PREMISES, used and occupied as cement works, by Mr. John Watts, jun., and a cottage, stabling, blacksmith's shop, &c., and there are found several buildings thereon, the whole inclosed by a substantial stone wall. And also all that valuable QUARRY of FIRE-STONE, with pit, shaft, and machinery for working the same. And also all that large and commodious BASIN on the Birmingham Canal, sufficient for three boats on each side—part of which is left off for the use of the adjoining collieries; which said several pieces of land are now in the occupation of William Webb and Charles Bailey, and, including the site of the buildings, contain the respective quantities following—viz.:

The garden	1 2 3
The croft, and inclosures from waste	1 2 38
Barn piece, garden, and inclosures from waste	7 1 2
The piece adjoining	2 3 38
Cement works and quarry	1 3 37
Stoneware piece	3 2 34
Four pieces adjoining, in Golding's Flat, containing respectively 1A. 2A. 2r., 2A. 1A. 29r., 1A. 2A. 30r., and 2A. 36r.	9 0 6
	25 2 35
The mines under half the road	0 2 37
	26 1 32

There are six shafts, or pits, on this lot, which, with the engines and machinery, are to be taken by the purchaser at a fair valuation. One of the shafts has been recently sunk to prove the mine below the New Mine Coal, and there are found seven working measures, or strata, of coal, varying in thickness from 5 feet to 1 foot 5 inches, and the following measures, or strata, of ironstone—viz., the Fire Clay Balls, Gubbin and Balls, Getting Rock and Robins, Blue Flats, Silver Threads, and Diamonds—all of which are proved to exist in abundance, and of the richest quality. Samples thereof are stacked on the pit bank for inspection, and any person wishing to examine the workings of the mines may do so on application to Messrs. Corbett and Son, mine agents, West Bromwich. Lithographic sections of the mines may be had on application as below.

LOT VII.
All that very valuable FREEHOLD MINING ESTATE, situated near Darlston-green aforesaid, bounded by the road leading to Willenhall and the Grand Junction Railway, having also the Birmingham and Wallall Canal running through the estate. And also all that MESSUAGE, or TENEMENT, and out-buildings, in the occupation of Mr. J. Watts, jun., and the FARM HOUSE, barn and out-buildings, in the occupation of Chas. Bailey, with all the MINES and MINERALS under the same, and comprising the following pieces of LAND—viz.:

The croft and site of buildings, containing	0 1 6
Garden	0 1 6
Shed Leasow	2 2 30
Hilly Piece	1 3 3
Meadow	1 3 30
Big Piece	4 1 37
Part of Clover Piece	0 3 34
Part of Figs Piece	1 2 9
Garden, quarry, and site of house	0 1 0
Short Piece	2 2 34
The adjoining corner piece next the bridge	1 1 11
New inclosure	0 0 19
	20 3 31

The MINES under the remainder of Clover Piece and Figs Piece, Grand Junction Railway, and Branch, Birmingham Canal and Roads, containing

	26 3 0
	5 2 9

The above estate contains the same measures, or strata, of mines of coal and ironstone as LOT VI., which have been proved by former workings. There are nine shafts, or pits, and three engines on this property, to be taken by the purchaser at a fair valuation. This lot will be sold subject to an agreement with Mr. Thomas Bird, for getting the New Mine Coal only under a small portion of the lower part of the estate.

TOLL END, TIPTON.—LOT VIII.

All those extensive and substantially erected IRON-WORKS, called TOLL END WORKS, situated in the centre of the Staffordshire Mining District, at Toll End, in the parish of Tipton, adjoining the Birmingham Canal, and having three branches thereon to different parts of the premises, comprising THREE BLAST-FURNACES, five cupolas, air-furnaces, reheaters, turning, boring-mill, &c.; a 20-horse power STEAM-ENGINE, iron and steel warehouses, THREE very complete and capacious FOUNDRIES, with five large cranes, pig foundries, &c.; an excellent HOUSE, fit for either a principal or manager, with coach-house, stabling, large garden, and croft, inclosed with brick wall; four clerks' offices and other buildings, the whole occupying a space of upwards of twenty acres, nearly two acres of which are inclosed, upon which the furnaces and foundries are erected; and the remainder (except 1A. 1A. 39r., part of yard, which is leasehold for about seven years, at 25 0s. 4d. per annum) is leasehold for a term, of which forty-seven years were unexpired on the 15th of March last, subject to the ground rent of 250s. per annum. The works, which are inclosed by high fence walls on one side, and the canal on the other, are capable of getting up all public contracts, manufacturing steam-engines, bridges, cannon shot, gas and water piping, and every other description of castings of great weights. This lot will be sold subject to an agreement, for a term of years, for seven years from Christmas last, to very responsible tenants, at the yearly rent of £300.—There is a very powerful crane on the bank of the canal, to be taken by the purchaser at a fair valuation.

LOT IX.
All those TWO FREEHOLD MESSUAGES, or DWELLING HOUSES, with yard and out-buildings, inclosed by a brick wall, situated at Toll End aforesaid, in the occupations of Benjamin Banks and ——— Hinkinson, producing, at very low rents, £18 per annum.

LOT X.
All that Piece of FREEHOLD LAND, containing about two acres, adjoining LOT IX., and used as a cinder bank.

BRICKHOUSE ESTATE, WEST BROMWICH.—LOT XI.

All those Eight Pieces of FREEHOLD LAND, near Hill Top, in the parish of West Bromwich, in the county of Stafford, on the banks of the Birmingham Canal, being the upper part of the Brickhouse Estate, and known by the several names, and containing the several quantities following—viz.:

The Far Ridding	7 0 36
The Near Ridding	4 2 9
The Little Hill, the Big Hill, and the Sling, now laid together, and containing	8 3 19
Broomy Leasow	1 2 19
Hawth's Leasow	3 2 8
And part of Dudley's Leasow	0 0 38
	26 0 9

Together with the very valuable mines of coal and ironstone under the same. And also all the MINES and MINERALS lying under a Piece of Land, situated between the Far and Near Riddings and Gold's Green-lane, formerly belonging to Richard Stanton, containing 2 0 0. And also the MINES and MINERALS under a Piece of Land belonging to Messrs. Bagnall, used as a cinder bank, on the opposite side of the canal to the piece of land called the Sling, containing 3 0 7. And also the MINES and MINERALS under that part of the canal, adjoining the same pieces, containing

The Birmingham Canal runs through the estate, and a great part of the land is very eligible for building purposes, a road through the property having been formed to communicate between Hill Top and Great Bridge.

Six shafts, or pits, sunk on this property, and two engine-houses, one engine, pit frames, &c., are to be taken by the purchaser at a fair valuation.

This lot will be sold subject to a lease for a term, of which five years will be unexpired at Midsummer, 1845, for getting the Brooch Coal only, under part of Hawke's Leasow, with the use of the pits and engine thereon for getting the same.

LOT XII.
All those Five Pieces of FREEHOLD LAND, being the lower part of the Brickhouse Estate, situated on the opposite side of the canal to LOT XI., and extending from the upper to the lower level of the Birmingham Canal, abutting on Brickhouse-lane, leading from Hill Top to Great Bridge, known by the names, and containing the several quantities following—viz.:

Docky Leasow	4 0 10
Top Piece	3 0 24
Muck Leasow, Horton's Leasow, and Aqueduct Meadow, now laid together	6 2 19
	13 3 19

Now in the occupation of Messrs. Grubb, with the mines and minerals under the same. Together with the MINES and MINERALS under that part of the Birmingham Canal adjoining thereto, containing

There are an engine and two shafts, or pits, on this property, to be taken by the purchaser at a fair valuation.—This lot will be sold subject to the same lease as the last lot, for getting the Brooch coal only, under Docky Leasow, Top Piece, and three acres of Muck Leasow, and the use of the engine and pit thereon.

Lithographic plans, and further particulars, may be obtained on application to Mr. Rawlins, solicitor; Messrs. Tyndall and Son, solicitors; or Mr. Lawrence, at the Birmingham Coal Company's Offices, all of Birmingham; or to the auctioneer, Bliston.

TO IRONMASTERS, ENGINEERS, MACHINISTS, &c.
—VALUABLE COAL AND IRON ORES in the neighbourhood of SAUNDERSFOOT, in the county of Pembroke, South Wales.—TO BE LET, very extensive DISTRICTS OF COAL AND IRON ORE, either in SEPARATE SETS or in ONE SET, to any individual or company who would undertake to work the same efficiently. This district offers peculiar advantages for the formation of iron-works; the coal and ironstone lie close to each other, and limestone at no great distance, and there is excellent communication by railroads to connect the collieries already opened, and will in course of being worked, with the rest of the fields of iron ore and limestone. The harbour of Saundersfoot is connected with these railroads, and affords great advantages for the shipment of the iron, whether in a new or manufactured state.

Little expense need be incurred by any parties taking the coal and ironstone, beyond the erection of blast-furnaces—the tramroads and place of shipment are already provided, and colliery plant (including water-power) may be taken on easy terms. This spot is especially suited for the manufacture of iron; the ore is of excellent quality; the anthracite coal and cinder make iron of the finest quality, by the application of hot-blast. Bituminous coal and coke (if required) may be obtained in any quantities, by taking a lorry of this description, in the neighbourhood.

Not only do the railroads projected through Pembrokeshire and the adjoining counties present a great temptation for the manufacture of iron, but it is not generally known that there are no iron-works within thirty miles (of land carriage) of this spot.

In this field of ironstone there are seven collieries in full work, and there are others in the immediate neighbourhood. All these collieries raise large quantities of iron ore in the course of their winning their coal, which, being expressly excepted out of their leases, are at present thrown aside, but could be worked ready for removal to the furnace at a very trifling cost. There are several steam-mills, and others are in course of erection.—Agricultural implements of iron are in much demand in the neighbourhood, and the whole field presents advantages to any enterprising ironmaster or machinist scarcely to be equalled.—Applications and tenders to be made to Messrs. Ranken, Ford, Longbourne, and Vickerman, Gray's Inn, London; or to John Longbourne, Esq., Bonville's-court, Saundersfoot, Pembrokeshire.

TO CAPITALISTS.—CARMARTHENSHIRE AND GLAMORGANSHIRE, SOUTH WALES.—THE AGENT of an extensive ESTATE

calls the attention of IRONMASTERS, COLLIERIES, MANUFACTURERS, FARMERS, and CAPITALISTS in general, to this announcement. He is prepared to enter into arrangements with respectable parties for the LEASING, on long terms, of various descriptions of PROPERTY, now the objects of public attention—anthracite, bituminous and steam coal, limestone, ironstone, sand, flag, and other quarries; a fine colliery and brick earth, sites for building at and near a flourishing and fast-growing commercial town, seaport and floating dock, for manufactures, ship-building yards, wharves, store and dwelling-houses; and in the coal and iron districts sites for works joining a railroad and canal, leading by their main trunks and branches to three seaports—water-power is almost general. Situations for rural and marine residences in the most beautiful parts of the country, commanding views of Swansea and Carmarthen Bays and the Black Mountain, with good roads, and daily communication with Bristol, Gloucester, and the metropolis. The sportsman will find his pursuits rewarded with woodcock, and other game in winter; and, in summer, trout, salmon, and the much-esteemed daff— a fish peculiar to the principality.

The estate, containing 12,000 acres, is situated in twenty-four parishes, offering every variety of soil and scenery to the admirer of the picturesque, and numerous objects of interest to the geologist.

As an inducement to capitalists to embark in such Agricultural Improvements, as draining, planting, erection of proper homesteads, &c.; which now so desirably occupy public attention, leases of ninety-nine years (a term usually confined to building leases) will be granted for these purposes. Cheap food, cheap labour, cheap fuel, and cheap raw material of every description, will give the manufacturer an advantage over every other part of Great Britain; while the large and still increasing trade in coal affords an intercourse with all parts of the world for the transmission of raw materials from other localities at cheap back freights, and for forwarding to their destination the manufactured articles.—This more particularly applies to these undertakings where the consumption of coal forms a principal ingredient. The South Wales Railway will pass through the town and the three seaports, and through and near a large proportion of the estate near the sea coast, while the contemplated Welsh Midland Railway will bring the collieries, ironstone, limestone, and other quarries within an easy distance of the agricultural counties of Hereford and Worcester, and the great chain of railway communication connecting Birmingham, Liverpool, Manchester, and all the important manufacturing districts of England. For further particulars apply to Mr. F. L. Brown, solicitor, Carmarthen, Carmarthenshire; or to Mr. John Williams, solicitor, 1, Verulam-buildings, Gray's Inn, London.

TO BE LET, ON LEASE, all the MINES, VEINS, and SEAMS OF COAL, CULM, and IRONSTONE in or under the FARMS and TENEMENTS OF LAND called MYTHINCH and PARK HENRY, containing, by admeasurement, 233 A. 1n. 27r. (more or less), and situated in the parish of Llanedol, in the county of Carmarthen.

It has been ascertained that the following veins of anthracite, or stone coal, are to be found there at no considerable depth beneath the surface—viz.:

The Great Vein	6 1/2 0n. thick
The Five-quarters Vein	5 6 0n. "
The Three-quarters Vein	5 6 0n. "
Chapel Vein	3 9 0n. "

Full powers and facilities for working the minerals will be granted. The Llanelli Railway passes through the farms, and the Welsh Midland and other lines of railway which have been projected in connection with it, offer an additional inducement to the undertaking, and a profitable investment of capital to any extent. For further particulars, and to treat, apply to Mr. Jeffreys, solicitor, Swansea.

A COLLIERY, producing a PROFIT of upwards of TWENTY PER CENT., and which, with a very moderate outlay, will yield 50 per cent., is now FOR SALE.—Particulars may be had on application to Messrs. Reed and Robinson, 9, Adam-street, Adelphi.

COPPER MINE FOR SALE, situated in the island of CUBA.
Twenty miles from the port of Nuevitas.—Five shafts, from 50 to 90 feet, have been sunk on the lead, which has been thoroughly explored by mining operations for more than 900 feet east and west, and pronounced one of the richest mines in the whole island.—Upwards of \$40,000 worth of ore has already been taken out, but as the works must now be extended, more capital is required; and for this reason, the mine, or one-half, of this valuable property is OFFERED FOR SALE to CAPITALISTS who will work it. A new engine, pumps, tools, and 100 acres woodland is attached to the mine, within 300 yards of which passes the Nuevitas and Principe Railroad.—Reference may be made to Messrs. Carnie and Tolo, of Liverpool; Geo. Ditson, Esq., U.S.V. Consul, Nuevitas (Cuba); and Messrs. John Simmons and Son, Boston, U.S.

FOR SALE, BY PRIVATE CONTRACT, at the ROYAL POLDEROU CONSOLS MINES, in the parish of St. Agnes, TWO WATER-WHEELS, each of 30-feet diameter, 34-feet breast, with oak rings, cast-iron axles and sockets, made on the island, of the best materials, and nearly new; cast-iron clamps, axles, with sockets, cams, and bearings for 24-horse, together with covers, frames, ladders, and every thing complete. Also a 24-inch LIFT, comprising stuffing-box and pump, plunger-pole and case, door and H-pieces, and 11 fathoms of 24-inch pump. All the above are very little worn for wear, and will be sold on reasonable terms. For particulars apply to G. K. Vigers, Esq., Truro; or to the agents on this mine.

Dated May 27, 1845.

NOTTINGHAM, VALE OF BELVOIR, AND GRANTHAM RAILWAY.

Registered Provisionally under 7th and 8th Victoria, cap. 110.
Capital £450,000, in 18,000 shares of £25 each.—Deposit £1 7s. 6d. per share.

PROVISIONAL COMMITTEE.

Colonel Rolleston, Watnall Hall, Nottinghamshire, M.P.
Directors of the Grantham Canal Company.

George Beaumont, Esq., East Bridgeford, Nottinghamshire
Francis Braithwaite, Esq., Nottingham Park
John Downing, Jun. Esq., Casthorpe, Lincolnshire
Thomas Harvey, Esq., Nottingham Park
William Fletcher Norton Norton, Esq., Elton Manor, Nottinghamshire
George Parr, Esq., Cropwell Butler, Nottinghamshire
William Sills, Esq., Casthorpe, Lincolnshire

Francis Simes Allott, Esq., Nottingham
Joseph Braithwaite, Esq., Standard Hill, Nottingham
Thomas Bishop, Esq., Standard Hill, Nottingham, vice chairman of the
Nottingham, Erewash Valley, Amber Gate, and Manchester Railway
The Rev. Henry Bolton, Ratcliffe Lodge, Nottinghamshire
John Fowler Burbridge, Esq., Mayor of Grantham
John Bradley, Esq., Nottingham Park
Richard Bradley, Esq., Grantham
Booth Edmond, Esq., Nottingham
George Fillingham, Esq., Syerston Hall, Nottinghamshire
Edmund Fillingham King, Esq., banker, Grantham
John Fox, Esq., Woodthorpe, Nottinghamshire
Robert Hand, Esq., Woolthorpe Lodge, near Grantham, Lincolnshire
John Hardy, Jun. Esq., banker, Grantham
John James Herbert, Esq., Grantham
Thomas Hopkins, Esq., Nottingham
Thomas Marriott, Esq., Papillon Hall, Leicestershire
James Nixon, Esq., Beeston, Nottinghamshire
William Fillingham Parr, Esq., Gotham, Nottinghamshire
John Simpson, Esq., Arnot Hill, Nottinghamshire, director of the Nottingham, Erewash Valley, Amber Gate, and Manchester Railway
The Rev. John Smith, Aldercar Park, Derbyshire
The Rev. John Storer, Rector of Hawksworth, Nottinghamshire
John Swann, Esq., Nottingham
George Walker, Esq., Eastwood, Nottinghamshire
Joseph Wyles, Esq., Grantham

COMMITTEE OF MANAGEMENT.

Colonel Rolleston, Watnall Hall, Nottinghamshire, M.P., CHAIRMAN
Thomas Bishop, Esq., Standard Hill, near Nottingham, VICE-CHAIRMAN
John Fowler Burbridge, Esq., Mayor of Grantham
Joseph Wyles, Esq., Grantham
Richard Bradley, Esq., Grantham
Francis Braithwaite, Esq., Nottingham Park
George Beaumont, Esq., East Bridgeford, Nottinghamshire
John Swann, Esq., Nottingham
Thomas Hopkins, Esq., Nottingham
ENGINEERS—John Urpeth Bastrick, Esq.

Messrs. J. and J. C. Wright and Co. Nottingham; Messrs. Barnett, Hoare, and Co., London; Messrs. Kewney and King, Grantham, Lincolnshire; Messrs. Hardy, Walsingham, and Hardy, Grantham, Lincolnshire.

SOLICITORS.

Messrs. Percy, Smith, and Percy, Nottingham; John P. King, Esq., Grantham.

SECRETARY—Thomas Jackson, Esq., Nottingham.

The object of this important undertaking is to continue the line of railway communication from Manchester via the proposed Nottingham, Erewash Valley, Amber Gate, and Manchester Railway to Grantham, at which latter place it will unite itself with an extension to the eastern coast of England, so as to open the nearest and most direct communication between the densely populated manufacturing districts of Lancashire, Cheshire, Staffordshire, and Nottinghamshire, and the eastern agricultural and maritime counties.

The line will also open a direct communication with the extensive and valuable coal field and main line of Nottinghamshire and Derbyshire, the intercourse with which has, to a great extent, been shut out from the means of an expedient and cheap transit through a country hitherto unoccupied by a railway communication. The mineral traffic alone cannot fail to produce a fair remuneration to the shareholders, independently of the extensive traffic in flour, corn, malt, and live stock, to the manufacturing and consuming districts, and the merchandise traffic sent from those places, in return, to the agricultural parts. A considerable revenue may be anticipated from the ready facility with which the justly celebrated watering places of Malton, Bakewell, and Buxton, and the romantic Peak of Derbyshire, may be approached from the eastern coast.

As preliminary arrangements have been entered into to combine the Grantham Canal interest with the projected railway to be constructed through the same line of country, to vest both concerns in one undertaking, the advantages of a combined ownership of the canal and railway interest are in many respects so obvious as to render comment superfluous. The line having been surveyed, is reported to be free from any engineering difficulties, and the cost of formation will be much below the average cost as compared with the generality of other lines.

The line will be about twenty-two miles in length, and save a considerable distance between Grantham and Manchester.

It is intended to commence by a junction with the Nottingham, Erewash Valley, Amber Gate, and Manchester Railway, at Nottingham, and proceed through the several parishes of Snelton, Colwick, West Bridgeford, Holme Pierrepont, Cotgrave, Radcliffe, Saxondale, Bingham, Scarrington, Aslockton, Whetton, Orston, Sutton, Elton, Bottesford, Redmile, Muston, Woolthorpe, Harlaxton, and Barrowby, to Grantham.

Prospectuses, with forms of application, may be obtained from J. T. Sanders, Esq., No. 11, Gray's Inn-square, London; Mr. Charles Spencer, Mr. Wm. Palmer, Tatham, Mr. Samuel Collinson, and Messrs. Peet and Son, Nottingham; Messrs. Eary and Son, Derby; Messrs. Leeds and Son, Manchester; Messrs. King and Son, Liverpool; Messrs. Trigg and Hodgson, Hull; Messrs. Carding and Whitehead, Messrs. J. S. Yates, and Mr. T. Allsop, brokers, London.
Application for shares may be made to either of the solicitors; to Thos. Jackson, Esq., secretary, Wheeler Gate, Nottingham; or at the company's offices, pro tem., at J. T. Sanders's, Esq., No. 11, Gray's Inn-square, London.

FORM OF APPLICATION FOR SHARES.

To the Provisional Directors of the Nottingham, Vale of Belvoir, and Grantham Railway.

Gentlemen,—I request you to allot me shares in this undertaking; and I agree to accept the same, or any portion thereof, subject to the provisions of the subscribers' agreement, and I further agree to execute the same, and any other agreement or deeds, and to pay the deposit when required.

Name
Residence
Description
Date
Reference

NOTTINGHAM AND BOSTON RAILWAY.

(Registered Provisionally.)
Capital £750,000, in 30,000 shares of £25 each.—Deposit £1 10s. per share.
Subscribers will not be answerable beyond the amount of their respective shares.

PROVISIONAL COMMITTEE.

John Rawson, Esq., mayor of Boston
Sir James Duke, Knt. M.P.
Thomas Gee, Esq., banker, Boston
Sir George Lefevre, M.D. 60 Brook-street, Grosvenor-square,
Director of the Wells and Dereham Railway Company
John Oldrid, Esq., magistrate, Boston
Thomas Spalding, Esq., London
Charles Wright, Esq., alderman, Boston
Thomas Wise, Jun. Esq., banker, Boston
William Porter, Esq., Rochford Tower, Boston
Robert William Stainbank, Esq., magistrate, Boston
John Noble, Esq., Boston
John Churchill, Esq., Bayswater, London, Director of the Manchester and Birmingham Continuation and Welsh Junction Railway Co.
Herbert Ingram, Esq., 198 Strand, London
Thomas Reginald Kemp, Esq., Abchurch-lane, London, Director of the Shrewsbury, Hereford, North Wales, &c. Railway Companies
Sir John Hare, 11 Langham-place, London, Director of the London and Windsor Railway Company
Nathaniel Wedd, Esq., merchant, Boston
William Mann, Esq., banker, Boston
Robert Palmer, Esq., Kennington, near London
John Burgess, Esq., borough-recorder, Manchester
Captain Douglas Kinnaird Puttney, 4, Parliament-street, Whitehall
John Elean, Esq., magistrate, Boston
Daniel Jackson, Esq., Boston
Charles Wright, Jun. Esq., merchant, Boston
Nathaniel Cooke, Esq., Sherwood Cottage, Bayswater
John Sturdy, Esq., magistrate, Boston
James Edward Tuxford, Esq., magistrate, Boston
William Little, Esq., Esq., near Peterborough
George Bacon, Esq., Nottingham
William Hannay, Esq., Nottingham
Thomas Foster Gimson, Esq., Nottingham
William Bridges Adams, Esq., Adam-street, Adelphi
John Hardy, Esq., Grantham
Lawrence Wyles, Esq., Grantham
(With power to add to their number.)

BANKERS.

Messrs. Glyn, Halifax, and Co. Lombard-street; Rogers, Olding, and Co., Clement's-lane, London; Messrs. Garfit, Claytons, and Co. Boston; Messrs. Hardy, Walsingham, and Hardy, Grantham; the Stamford, Spalding, and Boston Banking Company, Boston; Messrs. Henry and Thomas Gee and Co. Boston; Messrs. Moore and Robinson, Nottingham; the National Provincial Bank of England, Boston; Liverpool and Manchester District Bank.
Engineer—Sir John Renole.

Assistant Engineer—William Lewis, Esq., Boston.

Secretary pro tem.—B. Brough, Esq.

Standing Counsel—W. H. Adams, Esq., Barrister-at-Law, Middle Temple.

SOLICITORS.

Messrs. Hopkins and Rice, Boston; Thomas and Moore, 7, South-square, Gray's Inn, London; Messrs. Freeth & Rawson, Nottingham; T. Winter, Esq., Grantham.
Office of the Company, 14, Birch-lane, Lombard-street, London.
Where prospectuses may be had, and every information will be given.

THE RAILWAY EXPRESS.—On FRIDAY, June 13th, will be published, price 6d. stamped, the First Number of "THE RAILWAY EXPRESS," a weekly Journal of information respecting the Condition and Prospects of Railway, Canal, Steam Navigation, Mining, Insurance, and Banking Institutions. Advertisements, orders, and communications for the Editor, to be sent to the office of "The Railway Express," 11, Wellington-street North, London.

NORTH LONDON JUNCTION RAILWAY.

PROVISIONALLY REGISTERED.
Capital £900,000, in 36,000 shares, of £25 each.—Deposit £1 7s. 6d. per share.

PROVISIONAL COMMITTEE.

John Attwood, Esq., M.P., Park-lane
Lieutenant-General Sir Loftus Otway, 13, Grosvenor-square
Sir John Edward de Beauvoir, Bart. London
J. H. Attwood, Esq., Upper Seymour-street, Portman-square
Robert Abraham, Esq., York-terrace, Regent's-park
John Bagshaw, Esq., Gloucester-place, Portman-square
R. Bishell, Q.C. Landerdale House, Moorgate
George Bishop, Esq., South Villa, Inner-circle, Regent's-park
J. Brown, Esq., director of the Trent Valley Continuation Railway
Thomas Harrison, Esq., York-terrace, Regent's-park
James Horns, Esq., F.R.S., Clapham-common, director of the Brighton, Lewes, and Hastings Railway
W. Hughes Hughes, Esq., Alderman of the city of London, director of the
William Samuel Jones, Esq., 16, Chester-terrace, Regent's-park
Henry Morton, Esq., Biddick, Durham
George Parbury, Esq., Russell square, director of the Manchester and Birmingham Continuation Railway
Nicholas Wood, Esq., Durham
BANKERS—Messrs. Denison, Heywood, Kennards, and Co., London.
ENGINEER—George Parker Bidder, Esq.
SOLICITOR—John Bethell, Esq., 78, King William-street, City.

SECRETARY (pro tem)—Robert Steele, Esq.

The necessity of a City terminus for the large railways on the north side of London (which bring the traffic to the metropolis from the greatest part of England, and from all Wales, Ireland, and Scotland), has long been felt, and has been particularly noticed and reported upon by the Board of Trade.

This railway removes that defect, as by two City termini will be provided: one close to the bottom of Moorgate-street, and the other in Farringdon-street, for the Great Western, the London and Birmingham, and the Northern and Eastern; and it will also connect all these railways with each other.

It will commence at the terminus of the Great Western Railway, at Paddington, and proceed across the Edgware-road, along the back of Lord's cricket ground, across the Avenue road, under Primrose-hill, to the London and Birmingham Railway (which it will cross on a level, or viaduct, as may be preferred), thence across the Hampstead-road, the Kentish Town road, through the fields, across Maiden-lane; across the Holloway-road, up to a point near Islington Church, thence curving round to the Regent's Canal, near to Frog-lane and the City Lock, across the canal there, along the back of Macclesfield street, crossing the City-road, and passing close by Messrs. Pickford and Co.'s warehouse, thence proceeding to, and across, Old-street and Chiswell street, to a spot near the corner of Fore-street and Little Moorfields, near the bottom of Moorgate-street, where will be one City terminus, from which a branch is proposed to be made to join the Eastern Counties Railway terminus at Shoreditch.

From the Regent's Canal, at the City Lock, another branch of this line will proceed down the Tottenham Extension Railway to Farringdon-street (the Act for which is now before Parliament), which will be the other City terminus. All the house property required to be taken is of comparatively little value, being chiefly situated in the City.

Very careful surveys have been made of this line. The cost of the present metropolitan railways will form no criterion in judging of the expense of this, as it differs most materially from them in this circumstance—viz., that instead of the whole length being on arches, there will only be one mile and a quarter of it on arches or viaduct, and the rest will be ordinary earthwork, cuttings, embankments, bridges, &c.; and, therefore, it must be admitted by all experienced persons, that the above capital is amply sufficient.

It is hardly possible to estimate the enormous traffic, in passengers and goods, that will pass over this railway, for not only will it take the passengers to and from the above-named railways, but also all the local passengers from the neighbourhood of Bayswater, Hyde-park-gardens, Oxford-terrace, Edgware-road, Maiden-hill, St. John's-wood, Regent's-park, Camden-town, Hampstead, Kentish-town, Holloway, Highgate, Islington, &c., &c., will be carried by it to Moorgate-street or Farringdon-street; and, for the purpose of collecting such passengers, it is proposed that the railway shall be constantly from the terminus to the stations to points not exceeding one mile and a half distant, which distance will include all the places above named. The lowest estimate of the traffic shows that a clear profit of 12 per cent. will be realised on the capital; but there is every reason to believe that such estimate is far below what will be the actual receipt.

In addition to the traffic, a large revenue will be obtained from the ground rents for the land let off for building sites, which will be unusually large on this line, from its extension, and from the arrangement of the railway, whereby all the land at the City end will be available for new houses, and will be formed into a new street, from the City-road to Fore-street.

The time for conveying passengers to Moorgate-street, from the Great Western Railway, will be nine minutes; the London and Birmingham, six minutes; and other places in the same proportion. All the goods now removed from the above great railways by carts and wagons, will also be conveyed by this railway to the City, and to Messrs. Pickford's large warehouses, in a few minutes, and at a trifling expense. Great portion of the capital has been already subscribed.

Application for prospectus, plans, and shares, may be made to the secretary, at the office, 78, King William-street, City, London, and the following shareholders:—Thomas Allsop, Esq., 34, Cornhill; Messrs. Barclay and Mercer, Shorter's-court, Throgmorton-street, London; Messrs. Houghland and Leese, 51, King-street, Manchester; John Wills, Esq., Royal Bank-buildings, Liverpool; Messrs. Well-beloved and Oastler, Leeds; Messrs. Edwards and Son, Bristol; I. R. Lane, Esq., Birmingham, or any of the other local agents.

FORM OF APPLICATION.

To the Provisional Committee of the North London Junction Railway Company.
I request you will allot to me shares, of £25 each, in the capital of the above-named railway, and I will accept the same or any less number, and pay the deposit of £1 7s. 6d. per share, and sign the Parliamentary contract and subscribers' agreement when required.—Dated the day of 1845.

Name in full
Address
Profession
Reference in full

To the Secretary.

NORTH LONDON JUNCTION RAILWAY.—The directors of this undertaking have the pleasure to inform their subscribers, that the estimates have been again carefully examined by their engineer, and the property valued by a most experienced architect, and they have the perfect assurance that the entire cost of this railway, with all contingencies, will not exceed the present capital, and they may add, that contractors of great respectability are ready to undertake and complete the work for the sum named.

CHESTER, WHITCHURCH, AND SHREWSBURY RAILWAY.

PROVISIONALLY REGISTERED.
Forming an integral part of the grand line from Liverpool to Bristol.
Capital £500,000, in 20,000 shares, of £25 each.—Deposit £1 7s. 6d. per share.

The object of this railway, which will restore to the central counties that share of traffic and commerce which has been hitherto monopolised by the Liverpool and Manchester line, is to complete the remaining link in the series of lines between Bristol and Liverpool.

Commencing at the terminus of the Birkenhead and Chester Railway, the proposed line will pass through Whitchurch, crossing at this place the Trent Valley Continuation and Holyhead Junction Railway, and proceeding in a right line to Wem, will end at Shrewsbury. By means of railways now in progress, this line opens a communication with North and South Wales and the west of England, and its junction with the Hereford line completes the great route towards Bristol, affording a direct and perfect intercourse between all the western and southern counties of England.

Full particulars and names of the provisional committee will be published in a few days; in the mean time applications for shares may be addressed to the company's solicitors, Messrs. Vincent and Sherwood, Temple, London; and Messrs. Harper and Parry Jones, Whitchurch, Salop.

SLIGO AND SHANNON RAILWAY.

PROVISIONALLY REGISTERED.
Capital £150,000, in 6000 shares of £25 each.—Deposit £1 7s. 6d. per share.

PROVISIONAL COMMITTEE.

William R. Ormsby Gore, M.P., Portland-place, London
The Hon. Henry St. John, Bolton-street, London
George Lane Fox, Esq., Brumham Park, Yorkshire
George L'Estrange, Esq., Dublin Castle
Col. Whyte, Newton Manor
C. L. Sir W. Parke, J.P.D.L., Donally, Sligo
Col. Nicolls, Shooter's Hill, Woolwich
Griffin Curtis Galt, Esq., Charles-street, Manchester-square
M. Dillon Manning, Esq., Sligo
M. Gallaher, Esq., Mayor of Sligo
William Phibbs, Esq., Seafield House, Sligo
Martin Madden, Esq., merchant, Sligo
P. Bennett Lucas, Esq., Manchester-street, Manchester-square, London
James Vickers, Esq., Marl-lane, London
Henry Griffith, Esq., J.P.D.L. Port Royal, Sligo
Edward Kelly, Esq., merchant, Sligo
Peter Connellan, Esq., merchant, Sligo
William Kernaghan, Esq., merchant, Sligo
J. Fawcett, Esq., J.P. Strand Hill, Drumkeering, Carrick-on-Shannon
Francis Latouche, Esq., Drumkeering

COMMITTEES OF MANAGEMENT.

W. R. Ormsby Gore, M.P., Portland-place, London
The Hon. Henry St. John, Bolton-street, London
Colonel Nicolls

(With power to add to their number.)

Engineer—W. Mackenzie, Esq., C.E.

Bankers in London—London Joint Stock Bank.
Bankers in Ireland—Provincial Bank and its branches.
Standing Counsel in Ireland—Henry Coane, Esq., Upper Dominick-street, Dublin.
Standing Counsel in England—J. Humphreys Parry, Esq., 35, Southampton-buildings, Chancery-lane.

Solicitors in London—Messrs. Malby, Beauchamp, and Robinson, 34, Old Broad-st.
Solicitor in Ireland—James Walker, Esq., 69, Upper Dominick-street, Dublin, and Sligo.

Secretary—A. Gole, Esq.

TEMPORARY OFFICES OF THE COMPANY, 74, OLD BROAD-STREET.
The provisional committee beg to announce to the applicants for shares in this railway that the allotment will take place during the ensuing week.—June 6.

GREAT PARIS AND LYONS RAILWAY (RUMIGNY'S COMPANY).

The English committee of the Great Paris and Lyons Railway (Rumigny's Company) beg leave to inform the shareholders, that one of the vacancies in the French committee has been filled by M. Felix O'Neill, banquier, a Paris.
By order, W. FREELING JORDAN, Acting Sec.
63, Moorgate-street, June 6, 1845.

MERTHYR TYDVIL AND HEREFORD RAILWAY COMPANY.

(Provisionally Registered.)—This railway will commence at Merthyr Tydvil, and start from the terminus of the projected Swansea, Neath, and Merthyr Railway, pass through the great iron and coal districts and Aberavenny, proceed to Hereford, form a junction there with the Shrewsbury, Hereford, and North Wales Railway, and, by means of that line, and the projected Liverpool, Manchester, Bristol, and South Wales Railway, complete an unbroken chain of wide gauge railways in continuation and extension northwards of the Great Western and South Wales lines, from the west of England, Bristol, and South Wales, to Liverpool, Manchester, and the north of England. An influential provisional committee has been formed, the members of which are actively engaged in prosecuting the objects and perfecting the arrangements of the company.

A prospectus will shortly be issued; in the interim, further information may be obtained from the joint solicitors, Messrs. Edwards, Mason, and Edwards, Gray's Inn, and Delahay-street, Westminster; and Messrs. Lewis and Ford, 28, Essex-street and Moorgate-street, London.—28th May, 1845.

SHREWSBURY, HEREFORD, AND NORTH WALES RAILWAY COMPANY.

(Provisionally Registered.)—This railway will commence at the terminus of the projected Swansea, Neath, and Merthyr Railway, pass through the great iron and coal districts and Aberavenny, proceed to Hereford, form a junction there with the Shrewsbury, Hereford, and North Wales Railway, and, by means of that line, and the projected Liverpool, Manchester, Bristol, and South Wales Railway, complete an unbroken chain of wide gauge railways in continuation and extension northwards of the Great Western and South Wales lines, from the west of England, Bristol, and South Wales, to Liverpool, Manchester, and the north of England. An influential provisional committee has been formed, the members of which are actively engaged in prosecuting the objects and perfecting the arrangements of the company.

A prospectus will shortly be issued; in the interim, further information may be obtained from the joint solicitors, Messrs. Edwards, Mason, and Edwards, Gray's Inn, and Delahay-street, Westminster; and Messrs. Lewis and Ford, 28, Essex-street, and Moorgate-street, London; or to Messrs. Harvey and Falcon, solicitors, Liverpool.

LIVERPOOL, MANCHESTER, BRISTOL, AND SOUTH WALES RAILWAY COMPANY.

(Provisionally Registered.)—The railway proposed to be formed by this company will commence at the terminus of the projected Shrewsbury, Hereford, and North Wales Railway, at Shrewsbury, pass through or near the towns of Wem, Whitechurch, Malpas, and Tarporley, and, intersecting the salt district of Cheshire, proceed, in nearly a direct line, to Liverpool, with a branch to Manchester. It is intended that the line shall be constructed upon the principle of "the wide gauge," and it will thus form, in connection with the Shrewsbury, Hereford, and North Wales, the Merthyr Tydvil, and Hereford, and the Monmouth and Bristol Railways, a direct unbroken chain of broad gauge lines, from Liverpool and Manchester, and the north, to Bristol, South Wales, and the west of England. The members of the provisional committee are taking the necessary steps to perfect the arrangements of the undertaking, and to secure local interests.

A prospectus will shortly be issued; in the interim, further information may be obtained from the joint solicitors, Messrs. Edwards, Mason, and Edwards, Gray's Inn, and Delahay-street, Westminster; and Messrs. Lewis and Ford, 28, Essex-street, and Moorgate-street, London; or to Messrs. Harvey and Falcon, solicitors, Liverpool.

LICHFIELD, WALSALL, AND WOLVERHAMPTON RAILWAY.

(Provisionally Registered, pursuant to 7 and 8 Vic., cap. 110.)
Capital £250,000, in 10 shares of £25 each; deposit £1 7s. 6d. per share.

This short, but important, railway will commence by forming a junction with the Trent Valley line near to the city of Lichfield, whence it will pass through a very populous district, agricultural and mineral, to the large and rapidly increasing town of Walsall, falling into the Grand Junction Railway at a short distance from Walsall, between that town and Wolverhampton.

This railway has been projected for the accommodation of the inhabitants of the city of Lichfield, and the manufacturing population of Walsall, Wolverhampton, and the surrounding districts; in addition to which it will afford an easy, direct, and nearly unbroken railway communication with Wednesbury, Bilston, Dudley, Stourbridge, Kidderminster, Bewdley, and other important towns, and also with Birmingham. Moreover, it is required for, and will form a material link in, the chain of railways connecting Derby and the north midland counties with Worcester-terrace; Herefordshire, and the other south-western counties of England.

Passing through a country abounding in coal and ironstone, capable of affording a large local traffic, no doubt is entertained that the construction of this railway will prove amply remunerative to the shareholders; and as a line uniting Lichfield and the eastern parts of Staffordshire with the important manufacturing districts lying between Birmingham and Wolverhampton, a more than ordinary traffic in goods, ore, and minerals, besides passenger traffic, may be most confidently relied on. The cost of constructing the railway, according to the estimates, will be under the usual average per mile; there are no difficult earthworks in the course it is proposed to follow, and it will not interfere with any ornamental property.

The names of a highly influential provisional committee will be published in a few days, and, in the meantime, every information may be obtained from the solicitors, Messrs. Bennet and Bowen, Stafford; and Edwin Smith, Esq., Gray's Inn, London; to whom application for shares in the usual form may be addressed; but no application will be attended to unless accompanied with a satisfactory reference.
June 3, 1845.

YORKSHIRE AND GLASGOW UNION RAILWAY.

Capital £300,000, in 24,000 shares of £10 each; deposit £2 10s. per share.

PROVISIONAL COMMITTEE.

The Right Hon. Lord Beaumont, Carlton Hall, and 18, Curzon-street
The Hon. J. S. Wortley, M.P., Wortley Hall
Colonel Wm. Littleton Park, M.P.
William John Anderson, Esq., Swinithwaite Hall
Richard C. Allen, Esq., Hawes
James Brand, Esq., New Broad-street
John Chapman, Esq., Thornton Rust
John F. Clarkson, Esq., Chantry
John Harland Cooper, Esq., Carpenby
J. V. Dent, Esq., 7, Clarendon-place, Hyde Park-gardens
Captain Thomas Fothergill, Kingthorpe
John Fryer, Esq., Newbiggin
Captain Octavius Vernon Harcourt, Swinton Park, and 29, Devon-shire-place
Timothy Hutton, Esq., Clifton Castle
Henry King, Esq., Kingston-upon-Hull
Ralph Lodge, Esq., Newhouse
William Lodge, Esq., Middleham
Martin Mangley, Esq., Middleham
Thomas Midgley, Esq., Middleham
Wood Metcalfe, Esq., Askring
James Farquhar Morrice, Esq., Tulse-hill
Rev. John F. Morison, Bedale
Christopher Other, Esq., Elm House
James Orton, Esq., Park Hall
John Pickersgill, Esq., 31, Tavistock-square
William Purchase, Esq., West Burton
Ralph Robinson, Esq., Castlegate
George P. Robinson, Esq., West Burton
Thomas Robson, Esq., Holby Grange
S. T. Scroope, Esq., Danby Hall
Edward Shepherd, Esq., Bedale
Edward Spence, Esq., Kingston-upon-Hull
John Tomlinson, Esq., Aysgarth
Lupton Topham, Esq., Middleham
William R. Wray, Esq., Eastholme
Marmaduke Wyvill, Esq., Burton Hall
Rev. Edward Wyvill, Fingall
Rev. Richard Wood, Wood-hall Park
Arthur Wellington Wood, Esq., Littleton Park
Richard Winn, Esq., Nappa Hall
Rev. John Winn, Nappa

(With power to add to their number.)

ENGINEER—Hamilton H. Fulton, Esq., M. Inst. C. E.

SOLICITORS—Messrs. Johnson, Farquhar, and Leech, London; Henry T. Robinson, Esq., Edgley, Leyburn.

PARLIAMENTARY AGENTS—Messrs. G. and T. W. Webster, 26, Great George-street, Westminster.

HON. SECRETARY—Christopher Other, Esq., Leyburn.

BANKERS—Messrs. Hankey and Co. London; Swaledale and Wensleydale Banking Company; at Leyburn, Bedale, Richmond, and Hawes.

This line will commence near Thirsk, and join the Lancaster and Carlisle Railway near Clifton, passing by Bedale, Leyburn, Askring, Killy Stephen, and Appleby. As this will form a main trunk line from London, Hull, York, Leeds, Lincoln, Boston, Cambridge, Norwich, Yarmouth, and the towns of the eastern portion of England, to Carlisle, Glasgow, and Scotland, an immense through traffic must pass along the line.

The line, commencing near Thirsk, passes through one of the most fertile tracts of England, which supplies the great food-consuming districts of Yorkshire with large quantities of corn, cattle, and other produce. In lead, coal, freestone, flags, and other minerals, a large traffic is also expected, considerable quantities being at present exported in carts; but from the want of canals, or other proper facilities of communication, the resources of the country have not yet been properly developed. The limestone in the vicinity of the proposed railway is peculiarly adapted for agricultural purposes, and it is estimated that a considerable revenue will be derived from its transport.

The usual steps have been taken to ascertain the amount of traffic, and there is no doubt but that it will afford a handsome return on the capital invested; and, from a preliminary examination of the country, it is found that the engineering works on the line are likely to be of an inexpensive character, and the proposed capital will be amply sufficient for its completion.

It is proposed to apply for the usual powers to allow interest at the rate of 24 per cent. per annum upon the paid-up capital, from the date of each payment until the completion of the railway.

Applications for shares to be addressed to the solicitors, or to the undermentioned brokers—Messrs. Carden and Whitehead, Threadneedle-street, and Mr. Thomas Huggins, 10, Warneford-court, London; Mr. James Pearson, Birmingham; Mr. May, or Mr. Anthony Laurie, Liverpool; Messrs. Brady and Staniforth, Hull; Mr. S. Grindrod, Manchester; Messrs. Cardwell and Co., Manchester; Messrs. Watson and Co., Leeds; Messrs. R. King and Co., Leeds; Messrs. Samuel Hutchison and Co., Bradford; Messrs. Graydon and Erie, York; Robert Allan, Edinburgh; M'Ewen and Auld, Glasgow; William Gordon, Aberdeen; of whom plans and prospectuses may be had.

FORM OF APPLICATION FOR SHARES.

To the Provisional Committee of the Yorkshire and Glasgow Union Railway Company.
Gentlemen,—I request you will allot to me shares in the above company, and I hereby undertake to accept such shares as may be allotted to me, and pay the deposit thereon, and also to execute the Parliamentary contract and the subscribers' agreement, when required.

I am, gentlemen, your obedient servant,

Name in full

Trade or profession

Residence

Place of business (if any)

Date

Reference

LONDON, OXFORD, CHELTENHAM, GLOUCESTER, AND HEREFORD RAILWAY COMPANY.—The lists of APPLICATIONS for SHARES are now CLOSED, and the provisional directors are now engaged in making the allotment. Due notice will be given of the completion, and of the issuing of the allotment letters. By order, C. T. BEKE, Secretary, 19, Old Jewry-chambers, London, 7th June, 1845.

SOUTH LONDON SUBURBAN RAILWAY. OFFICES, 42, MOORGATE-STREET, LONDON. NOTICE.—The directors beg to announce, that the ALLOTMENT LETTERS were ISSUED on Wednesday, the 4th inst., directed to those parties who, upon the strictest inquiry, the directors have selected as responsible, and capable of completing their undertaking.

STAFFORDSHIRE AND SHROPSHIRE JUNCTION RAILWAY.—Notice is hereby given, that the subscribers' agreement and subscription contract of this company will be for SIGNATURE at the office of the undertaking, No. 41, Moorgate street, this day and the five following days (Sunday excepted), between the hours of Ten in the morning and Four in the afternoon, 41, Moorgate street, June 4, 1845.

GALWAY AND KILKENNY RAILWAY.—SCRIP CERTIFICATES, in exchange for BANKERS' RECEIPTS, are ready for delivery at the offices of the company, No. 34, Broad-street-buildings, London, between the hours of Eleven and Three. The Parliamentary contract and subscribers' agreement are also lying for signature at the above offices, and must be duly executed previously to the delivery of the scrip. Early notice will be given of the times and places of execution for subscribers in the country. By order, EDWARDS, MASON, and EDWARDS, solicitors, June 4, 1845.

WEST CORNWALL RAILWAY.—In consequence of the unexpected decision of the committee of the House of Commons on this railway, the shareholders are requested to attend a SPECIAL MEETING to be HELD at the office of the company, on Monday, the 16th inst., at Twelve o'clock precisely, for the purpose of taking into consideration the steps most expedient to be adopted for the protection of their interests. By order, JOHN McDONELL, Secy, Offices, 35, Broad-street-buildings, London, June 5, 1845.

CALEDONIAN RAILWAY.—The provisional directors congratulate the shareholders on the decision pronounced by the Select Committee, to whom the Caledonian Railway Bill was referred by the House of Commons; and beg to express their confidence that the success of the measure in the present session of Parliament is now secured. The result of a long and patient inquiry by the committee is, that the bill and the complicated schemes of the Glasgow, Dumfries, and Carlisle Company have been entirely rejected; while the Caledonian system of railway communication between England and Scotland has been adopted in its integrity by the passing of bills for the Caledonian, Clydesdale Junction, and Scottish Central and Midland lines. The omission for the present session of the Dumfries Branch of the Caledonian Company, was desirable when coupled with the rejection of the rival line, and was only intended by the committee to afford to the Caledonian Company an opportunity of re-considering the best connection with the town of Dumfries irrespectively of the projects of other parties, an opportunity of which the directors will avail themselves without loss of time. London, June 5, 1845. By order, D. RANKINE, Secretary.

CALEDONIAN EXTENSION RAILWAY.—The provisional committee of this undertaking think it right to call the attention of the shareholders to the important and gratifying decision which has been given by the Select Committee on Group D of Railways, in favour of the Caledonian and Clydesdale Junction Railway Bills, and against the Bill and projects of the Glasgow, Dumfries, and Carlisle Company. The success of these measures, which is now beyond all doubt, will have very important and favourable effects on the prosperity of the Caledonian Extension Company. The directors take this opportunity of assuring the shareholders, that every day adds to their confidence in the success of the Caledonian Extension Railway; and that while it is their intention to prosecute the undertaking with vigour and determination, they anticipate no difficulty in obtaining the sanction of the Legislature to their bills when the proper time arrives. By order, JOHN MARR, Secretary, June 5, 1845.

BOSTON, STAMFORD, AND BIRMINGHAM RAILWAY, WITH A BRANCH FROM SPALDING TO LYNN. Capital £1,000,000, in 50,000 shares, of £20 each.—Deposit £1.25. per share. Provisionally registered under 7 and 8 Vic., cap. 110.

PROVISIONAL DIRECTORS.

Directors of the Leicester and Birmingham Railway.
Charles Hoite Bracebridge, Esq. the Hall, Atherstone
John George Norbury, Esq. Mancetter House, Atherstone
William Foster, Esq. Atherstone
Frederick William Wollaston, Esq. Shenton Hall, Hinckley
Y. Wollaston, Esq. Sheepy, Atherstone
James Walkinshaw, Esq. Old Park, Isle of Wight
Samuel Haines, Esq. Chad House, Edgbaston
Directors of the Trent Valley Railway.
Henry Tootal, Esq. Manchester
James Hibbert Wanklyn, Esq. Grimspeall House, Manchester
Henry Gardner, Esq. Casely Hall, Manchester
Directors of the Churnet Valley Railway.
Robert Chapman Sharp, Esq. Bramhall Hall, Cheshire
Thomas Critchley, Esq. Manchester
The Mayor of Birmingham
William Chalmers, Esq. Birmingham
Edward Middleton, Esq. Birmingham
George Sanders, Esq. Wakefield, director of the Cambridge and Lincoln Rv.
Solicitors—S. H. Baxter, Esq. Atherstone.

BANKERS.

Messrs. Glyn and Co., London.
The Leicester and Birmingham Banking Co., at Leicester, Atherstone, and Hinckley.
Messrs. Jones, Lloyd, and Co., Manchester.
The Birmingham Banking Company, Birmingham.
The Stamford and Boston Banking Co., at Stamford, Boston, and Spalding.

This important undertaking, in connection with the projected Leicester and Birmingham line, and the existing midland railways, will form the most complete and direct line of communication yet projected between the great corn producing counties of Norfolk and Lincoln, and the populous manufacturing districts of the midland counties, of which Birmingham is the centre.

It will, in conjunction with the line via East Dereham to Lynn, and the Norwich and Yarmouth Railway, establish a direct communication from Yarmouth and Norwich to Birmingham.

By means of its junction with the proposed Cambridge and Lincoln, or the London and York lines, as the case may be, it will also bring within the range of its advantages the whole of the country between Lincoln and Peterborough.

The part of the line extending from Boston, by Spalding, to Market Deeping, and the branch from Spalding to Lynn, will also form the direct route to London from those towns and the country northward thereof as far as the Humber.

On the other hand, it will bring the whole of this highly cultivated and populous county into direct and immediate communication with the great coal fields of Leicestershire and Warwickshire; the proposed line of the Leicester and Birmingham Railway passing through the latter, and a branch line from the Leicester and Swanborough Railway to the Midland Railway, at Broughton, uniting it with the former.

By these means the price of coal will be reduced one-half at Stamford and the adjacent towns—an advantage in which this undertaking will possess a decided superiority over any other that has been or can be proposed.

By the junction of this line, at Nuneaton, with the Trent Valley Railway, it will also form the most direct communication between Yarmouth, Norwich, Lynn, Boston, Spalding, Stamford, and the intermediate towns, and Manchester, Liverpool, and North Wales, and, by means of the railways centering at Birmingham, with Bristol and the whole of the west of England and South Wales.

A glance at the map will show that no line that can be devised will so completely effect all the objects of a grand east and west communication as the one now proposed. The line of country traversed by the railway is not less favourable in an engineering point of view. From Lynn and Boston to Stamford, two-thirds of the whole line, the country is one uniform plain; from thence the line follows the Valley of the Welland, to or near to Market Harborough, and then passes over an easy country to the Midland Railway.

The enormous exports of corn and other agricultural produce from Lynn, Boston, Wisbeach, and Spalding, and the corresponding imports of manufactured and other goods to those towns, it is confidently expected will of themselves yield an abundant source of traffic for this railway; but, when to this is added the great facilities of intercommunication which the line will afford, bringing within a few hours distance the eastern and western coasts of the island, and to this is added the entire supply of inland coals throughout the country traversed by the railway, there can be no doubt that it will yield a very ample return for the capital required for its formation. Applications may be addressed in the annexed form to the solicitor.

FORM OF APPLICATION.

To the Provisional Directors of the Boston, Stamford, and Birmingham Railway. Gentlemen,—I request you will allot me shares, of £20 each, in the Boston, Stamford, and Birmingham Railway Company, on the terms and conditions of the prospectus, and I undertake to pay the deposits and sign the Parliamentary contract and subscribers' agreement.—Dated the day of 1845.

Name
Residence
Trade or profession (if any)
Reference

CENTRAL OF SPAIN RAILWAY.—The provisional committee have the satisfaction to state, that they have ALLOTTED all the SHARES in this enterprise appropriated to this country, and inasmuch as the shares so appropriated were not sufficient, by at least four-fifths, to supply applications properly accredited, they regret that they were obliged to omit from the list of shareholders very many whose respectability is undoubted, and greatly to curtail the amount of all; and it is requested that those parties who do not receive answers to their applications will understand that their requests could not possibly be complied with. By order, THOMAS HARTLEY, Secy, pro tempore, Central of Spain Railway Office, 68, Old Broad-street, June 4, 1845.

NORTH WALES MINERAL RAILWAY COMPANY.—We are glad to see that the bill for the extension of the above railway to Ruabon, and to make a branch railway from Rhoss Robin to Minera, is likely to be carried into law this session. It is also proposed to increase the capital by 150,000l., to be raised by new shares of 10l. each, which are to be placed in exactly the same position as the original shares. These additions could scarcely fail to give satisfaction to the shareholders, and were unanimously agreed to at a meeting held for that purpose at the London Coffee-house, on Tuesday—Mr. Wardell in the chair.

A GLANCE AT CORNISH MINING—No. IV.*

BY JOSEPH YELLOLY WATSON, ESQ., F.G.S.

Some few years ago the miners of the west of Cornwall boasted a monopoly which time has in part destroyed. The idea that copper ore in any quantity could be found in the eastern district was deemed an absurdity by all; and scouted by those interested in the neighbourhoods of Gwenap and Redruth. It might be likened to the prejudices of the fashionables of the west end to their eastern, or city neighbours, formerly so great, but which the "mines" of wealth to be made occasionally in railway speculation, and jobbing in shares, have greatly tended to allay. At the present time the mines of the eastern, or Caradon district, are decidedly the richest in Cornwall, and their progress is extremely interesting to the miner. In 1812, Wheal Chance, Wheal Treasure, and Wheal Fortune—three significant in name—were put to work, and had 49,563l. 16s. 11d. expended upon them without any profitable result; consequently, in 1819, they were abandoned. About the year 1822 three-fourths of them were purchased by J. T. Treffry, Esq., of Fowey, who commenced to work them again under the name of the "Fowey Consolidated Mines," and in 1836 added Lanescot, which from 1822 to 1832 had made a profit of 45,000l. Their returns of copper ore to 1843 amount to 259,687 tons (of 21 cwt.) yielding 1,572,605l., out of which there has been a profit of 200,000l. paid to the shareholders. In considering this enormous profit, it must be borne in mind that three-fourths of this mine belong to a single individual. The value of stock in the mines, consisting of engines, materials, &c., &c., is 60,000l. There are six steam-engines, of altogether 331-horse power; thirteen water-wheels, of 417-horse power, and three hydraulic engines, of 119-horse power. There are five sump, or engine-shafts, in course of being sunk, the deepest being more than 200 fathoms below the adit of forty-five fathoms, and nineteen courses, or veins of copper, being worked, all running through the sett for two miles, and 1800 persons are employed. The mine is worked upon an excellent system—that of making discoveries—and every information regarding them is freely given. We wish we could say as much of all. In the immediate neighbourhood of the Fowey are the Par Consols Mines, also belonging to Mr. Treffry. They commenced working in 1835, and first returned ore in the latter part of 1840, and from that time to March, 1843, yielded 11,550 tons, or 87,130l., and a profit of 29,824l.—the present returns are greater in proportion. Here they have nine steam-engines at work, of 500-horse power in the aggregate. The mine is situated on a hill, with a railroad extending from the heart of the sett to the shipping floors at Par Harbour, which is of great importance as regards the facility for shipping the ores, and for getting coals, timber, and other stores required for the operations of the mine. The sett is extensive, and gives employment to about 700 persons. The West Fowey Mines in this neighbourhood also belong principally to Mr. Treffry; but, although a large amount of money has been laid out, they are not paying the cost of working. About the year 1838 the celebrated South Caradon Mine first came into notice. The sett was obtained by the Messrs. Clymo, of Liskeard, who first discovered a lode in Caradon Hill, and, not being able to carry on the mine by themselves, I remember one of them visiting London and endeavouring to sell some of the shares, to enable them to proceed with the works; but such was the prejudice at that time existing against the district that he did not succeed in his mission, and it is said, that in returning home by the mail he offered to a London gentleman, who was a fellow passenger, thirty-two 64th shares (or half this mine) for 5l. per share, which the gentleman refused to give; and, in a few months after, these same shares were sought after at 2000l. each! The Messrs. Clymo up to the present time hold a very large interest in the concern, and, consequently, have no cause now to regret the unsuccessful visit to "Cockneyland." The outlay upon the mine—that is, the original cost to the proprietors before it made returns, was only 327l.; and from 1840 to the present time the adventurers have been dividing 9600l. a year profit. The remarks made in a former article upon the rage for setts in the neighbourhood of a rich mine, apply here equally as much as they did to East Wheal Rose. South Caradon has become the grand focus for mining setts, and there are now as many "Caradons in the field" as Richard complained of there being Richmonds. This has the good effect, at least, of giving employment to the miners and salaries to the agents; but how far the out-venturers may benefit must be left to the hand of Time to record. Pryce, in his *Mineralogia Cornubiensis*, says—[I quote the passage for the benefit of those concerned]—"The principal investigation and discovery of mines depends upon a particular sagacity or acquired habit of judging from particular signs that metallic matters are contained in certain parts of the earth, not far below its surface. But as ignorance and credulity are the portions of the illiterate, we have people constantly in search for tin" (he might have added—copper) "where our dreaming geniuses direct them to follow after the images of wild fancy; consequently, we have a Wheal Dream in every mining parish, which raises and disappoints by turns the sanguine hopes of the credulous adventurers." It is seventy years since Pryce wrote this; time, however, has not impaired its force, though, we suspect, few will be willing to confess they are wasting their energies and their money upon an adventurous Wheal Dream.

Soon after South Caradon became so promising, the adjoining ground to the west was purchased for about 500l., and worked as West Caradon, and this mine has also become extremely rich, and is dividing a profit of 9600l. a year. Then comes Caradon Consols, an extensive sett upon which many thousands of pounds have been expended without discovering any ore, which is the more strange as it is surrounded by mines in which lodes have been found at shallow levels. We should apprehend that some cross-course has heaved their lodes into the northern part of the sett. To the north of Caradon Consols we have Gonomena, and Craddock Moor, both bearing enormous premiums in the Cornish market, considering that little has at present been done upon either to take them out of the rank of mere speculations. It is presumed they have parallel lodes to West Caradon, and are under the management of the agents of the latter. To the south of Caradon Consols there is St. Cleer Consols, and Caradon United, the latter being the property of a London company, and is in extent three quarters of a mile on the course of the lodes (east and west), and in Penhale about the same, north and south. Five lodes have been seen in this ground, but of their value nothing can be said until the engine is put up, and the shaft sunk deeper. To the north-west there is a promising sett called Wheal St. Cleer, where an engine has just been erected. Of St. Cleer Consols we can say but little, excepting that we have heard the surface described as an excellent locality for snipes. To the south and east of South Caradon there are several extensive setts, but none working to any profit. Upon Tokenbury nearly 10,000l. have been spent in opening lodes which do not appear to be productive in kilnas, and they have to sink deeper to get into granite. It would be impossible in a paper like this—to enter into minute particulars of the mines "one and all;" we have, therefore, merely alluded to those best known in London, and shall leave the district of Caradon, after having noticed what is not at all peculiar to the district—viz., a silver-lead mine in the parish of Menheniot, called Trelawney. It is under the management of the agents of South Caradon, and of a highly promising character. One or two good parcels of ore have been raised from a shallow level, which has been laid open for more than fifty fathoms through ore ground. Near Bodmin, there is the Lanivet Mine, and the Tretoil. The first was formerly worked as Tregollan, but failed, after having upwards of 20,000l. spent upon it. It has lately been purchased by a spirited London company, and is now worked upon the cost-book system. The works have been carried deeper than they were under the Tregollan Company, and there are several fine courses of copper ore discovered. The affairs of the unfortunate Tretoil have, for a long time, been in inextricable confusion, which is the more to be regretted as, upon a very small outlay, the mine in a short time after being set to work, returned ores to the value of 50,000l., and paid dividends in one year to the amount of 3000l. We

* Revised by the author for the *Mining Journal*, from the *Railway Register*.
† Mining has generally been considered as the most speculative and uncertain of pursuits. These papers are intended, by showing facts, to prove the contrary. This, undoubtedly, is the age of speculation. Anything in the shape of a "company" is in fashion; and it becomes a question, if one were formed for the purpose of trading with the supposed inhabitant of a certain luminous body, whether it would not find supporters! We consider man naturally speculative, and it only requires more than ordinary excitement to bring his powers into full play. In his cradle he speculates upon his cradle bell, and it keeps him quiet. At school he speculates in marbles, and brass, in the shape of buttons—"Shunks up, or shunks down"—"His loss up; but the excitement that 'toes' produces is delightful if he wins; and, if he loses, he doubles his stake for the next throw. In fact, half the avocations of life are more or less speculative, and the wretch condemned (as the poet says) "with life to part" still speculates upon hope. Were half the speculations now afloat in London "put in print" they would be treated as fables by many.

‡ "Adventurers" are those who hold doles, or shares, in a mine. In-adventurers are shareholders who attend to the workings and supply goods, and from which they benefit themselves: out-adventurers are those who pay their quota of the expenses without giving any attention to the management of the mine, or benefiting in any supplies.

§ Since this was written, a favourable lode has been discovered in St. Cleer Consols.

¶ The lode has been cut at twenty-two fathom level since this was written.

hope to see better management here soon, and a different system pursued in working the mine.

The Gunnis Lake Mine, on the banks of the Tamar, in former times, made a profit of more than 250,000l., and has been again set to work. The Holmbush Mine, in Stoke Climsland, has returned ore yielding more than 150,000l. since 1836, and divided a profit of 20,000l. upon an original outlay by the proprietors of 14,000l., and is still making large returns. Wheal Friendship, near Tavistock, is returning copper ore to the amount of about 30,000l. a year. To work this, and a neighbouring mine, called Betsy, there is a fall of water 526 feet in height, which gives motion to seventeen overshot wheels: eight of them pump water from a depth of 200 fathoms, the diameter of the largest being fifty-five feet, and of the smallest thirty-two feet. Four others give motion to machines for drawing up the ores to the surface, their diameters varying from forty to twenty-six feet; and the remaining five are employed for mills for crushing and stamping the ores. In addition to all this power, they have a steam-engine of eighty-inch cylinder. Many mining setts have been taken up within the last few months in this neighbourhood, owing to the discovery of an immense body of ore at Wheal Maria, a mine of several miles in extent, and obtained about five months since of his Grace the Duke of Bedford, by four gentlemen in the city of London, for the purpose of working it among themselves. It was the intention of these gentlemen to lay out 10,000l. in exploring the ground; but before 200l. were spent, a course of ore was discovered in an old pit twenty fathoms from the surface, worth 300l. per fathom. In the end of February last, the first parcel of ore raised from this lode, amounting to 386 tons, realised 4,332l. 5s., at a cost of less than 500l. For March they have 676 tons for sale, which will yield about 8000l. profit for one month. In some parts of the lode the ore is worth 450l. per fathom. It has been sunk through eight fathoms, and driven east and west forty fathoms; and taking the average value to be only 300l. per fathom, the ground already opened would yield 96,000l.; and if the ore holds of the same value to the fifty fathom level, without calculating the increased run east and west, it would yield 300,000l. profit! There are six other lodes in the sett, one of them cut, and presenting a gossan precisely similar to the rich lode. When we consider that many mines have now been worked for eight and ten years, and have had upwards of 100,000l. spent upon them without any remunerating return to the patient and unlucky shareholders, it appears almost incredible that four gentlemen, totally unacquainted with practical mining, should obtain a sett, and fall upon such riches almost without an effort! Such, however, is the fact; and, as we are given to understand they intend to keep the mine entirely in their own hands, it is some consolation to know they are worthy of their good fortune, and will, we trust, not only encourage mining in their own district in Devon, but in Cornwall also. The Bedford United Mines, principally belonging to the same party as Wheal Maria, are now working to a fair profit, and look well: the returns average 110 tons of good copper ore per month.

[To be continued in next week's *Mining Journal*.]

THE SCOTCH PIG-IRON TRADE.

In consequence of the unprecedented fluctuation that has taken place in the price of Scotch pig-iron this year, more than usual attention has been directed to it, and many statements and reasonings have been offered on the subject, all more or less coloured by the interests of the writers. Those who wish to buy the commodity say all they can to lower its price, and those who have it to sell bring forward everything in their power to raise its value. If this bias were honestly exercised, it might be excused; but where parties, to serve their own temporary interest, do not hesitate to state falsehoods, it ought to be opposed. Regarding the article in question, grossly erroneous statements have been put forth with an air of authority, while the parties who made them must have known them to be false. A table of the make of Scotch pig-iron appeared lately in a Glasgow paper, and is now going the round of the newspapers all over the country, in which the number of furnaces is represented to be ninety, whereas the truth is, that the number in operation in all Scotland is seventy-five. In this way the quantity of iron made is carried far beyond the truth. To swell out the list, the names of every place where iron has ever been made are paraded, even where there is not a vestige left of furnaces or apparatus for making iron, and names are given of every spot that has ever been thought of for making iron, although no step has been taken towards getting mineral or erecting furnaces. After having falsified the facts as to the present production of iron, the statement goes on to specify furnaces said to be in preparation, and that will be in blast three months hence. Not one additional furnace will be in operation even twelve months hence. The list of new works in preparation, and which it is asserted will be at work in a few months, is made up of places as yet only heard of by name, as localities where minerals may probably be found, but even this has not been ascertained. The subjoined is an accurate list of all the furnaces at present in blast, with an estimate of the consumption and export of Scotch pig-iron, without anticipating the future, and so not drawing anything upon the increased demand to arise immediately for iron for the new railways (be they many or few) that are about to be made, and for one alone of which 30,000 tons of Scotch pig-iron has already been purchased. It is desirable that an article in such extensive use as iron now is should be at a moderate price, and it may be that speculation has recently forced the price up too suddenly; but, on the other hand, many accidental circumstances have concurred to depress the market for Scotch pig-iron much below the level which the state of the production and demand must establish. This particular description of iron, from the necessities of some holders, has been sold at prices much under its relative value in proportion to other iron, and below its cost to the manufacturer, with the high prices he has now to pay for coal, and the great advance that has taken place in wages. From feuds and litigation among the ironmasters in Scotland, for a considerable time prices were kept unnaturally low, and the very lowest rates have been referred to as a fair price for the article; it might, with more fairness, be assumed that the average price should be 7l., which was the price in 1836, when there existed no such demand for iron as has now sprung up for warehouses, ships, railways, &c. The testimony of experienced founders is that, with the price steady at about 5l., business is in the best state. The extra demand that has come on this year, from the general prosperity of the manufacturing interests, and the unprecedented extension of railways, will, probably, cause the price to rule above 5l., but it cannot remain under it. The depressed prices just at present submitted to, will occasion orders to flow in from all quarters. In bar-iron, also, the recent retrograde movement in Staffordshire leaves the price such as will lead to business going on freely and steadily; indeed, this is already apparent, the trade in that quarter evincing renewed buoyancy.

It is remarkable that, after years of extreme depression, on the trade becoming lively for only a few months, a cry is raised of re-action, stagnation, ruin; it might be supposed that all the extra demand that has arisen was to be supplied without the price advancing, so as to give good wages to the workman and fair profits to the master. Let us rather hope that this important staple of our country, without going to extravagant price, will afford opportunity to all concerned to make up, to some extent, the losses sustained by the ruinously low prices that so long prevailed.

MAKE OF SCOTCH PIG-IRON—MAY, 1845.

	FURNACES.			WEEKLY PRODUCTION.	
	Total.	Out.	In.	15 tons.	1530 tons.
Gartsherrie	16	1	15	700	
Monkland	7	1	6	700	
Dundyvan	9	1	8	700	
Clyde	7	3	4	360	
Calder	8	2	6	650	
Govan	5	1	4	600	
Langloan	3	—	3	450	
Carnbroe	6	2	4	350	
Coltness	4	1	3	300	
Summerlee	4	1	3	300	
Glegarnock	3	—	3	300	
Shotts	3	—	3	300	
Castlehill	2	—	2	180	
Carron	4	1	3	200	
Omon	2	—	2	180	
Blair	2	—	2	180	
Muirkirk	3	1	2	150	
Devon	3	2	1	60	
	91	16	75	7500	
Bar-iron made at Monkland				250	
" Govan				260	
" Dundyvan				260	
" Gartness				80	
" Mossend				80	
" Muirkirk				70	

† It must be borne in mind, this article was written in March last.

SHARE MARKET.

MINES.—The share trade in Cornish mines has been brisk, and some considerable change has occurred since our last week's quotations. Wheal Maria is again on the advance, and having been done in the early part of the week at 600, has now reached 700; West Trelawney's are down to 180, and West Caradons 350; for quotations we refer to the list. The principal feature in the foreign undertakings is the arrival of the Mexican packet, with dispatches from the mines, the most important of which is the United Mexican Company's reports, some observations on which will be found below; but little business has been done in shares, and little alteration has taken place in prices.

RAILWAYS.—During the early part of the week the share market continued unusually steady; the stable securities in which the greater part of the business was done continued to advance, and though both English and foreign scrip improved a little, the increase was not so marked as in the paying lines; by Thursday and Friday, however, considerable fluctuations took place, and the Birmingham Company's Rugby line having been rejected in favour of the Oxford, Worcester and Wolverhampton, the consequence was an immediate fall of the former from $\frac{1}{4}$ to 1; the Great Western, which had reached from 208 to 218, again declined, and left off at 216; notwithstanding the fluctuations, an unusual amount of business has been done. With respect to the Cornish lines, the committee have rejected the "West Cornwall" Railway, in favour of the "Cornwall" line, stating that in the plan as laid down, there was not certain requisites which the usual regulations of railways required, refusing to give any further reasons; and Mr. Austin, for the company, in consequence of the entire dependence of the St. Ives Junction line with the West Cornwall, withdrew that bill from Parliament. Mr. Hudson, for the first time, has sustained a defeat, which may effect the York line, by the rejection of the Drayton and Goole Railway, in favour of the Wakefield, Pontefract, and Goole line, after a protracted struggle of three weeks; this line will connect the eastern and western coasts, and will, no doubt, be a good paying line. The delay and expense which must necessarily ensue by the postponement of railway bills now before Parliament to next session, formed a subject of conversation in the House of Commons last night, when Sir Robert Peel recommended the appointment of a committee, to lay all the necessary details in a report to the House, to enable them to understand all the facts, and pass a measure which will expedite the passing railway bills; nothing, however, definitive was decided upon. Week after week does the traffic on the leading railways continue to increase, and the following returns of the increase of the half-year, over the corresponding line last year, will evince the prosperity of these established lines—viz.: Birmingham and Gloucester, 23,456; Eastern Counties, 8278; Edinburgh and Glasgow, 6253; Glasgow and Ayr, 6204; Grand Junction, 25,995; Great North of England, 9228; Great Western, 40,221; Liverpool and Manchester, 18,313; London and Birmingham, 31,044; London and Brighton, 9758; Midland, 45,206; Newcastle and Carlisle, 3278; Sheffield and Manchester, 3842; South-Eastern, 37,183.

From the total official returns of the railway traffic for the first five months of the present, as compared with the corresponding period of last year, over 1700 miles of road, the increase is nearly half a million—the total receipts $2\frac{1}{2}$ millions—and the weekly traffic, of which four-fifths is for passengers, amounts to 120,000; the greater part of this increase arises from the extended trade of the country, and represents an increase in the value of this 1700 miles of railway of twenty millions sterling.

JOINT-STOCK BANKS.—The only sales which have been effected are British North American, 49; London and Westminster, 27; and London Joint-Stock, 14.

MISCELLANEOUS.—General Steam Navigation have this week been done at 27; General Reversionary Interest Society, 110; Mexican and South American, 4; Peninsular and Oriental, 75; Reversionary Interest Society, 99; Royal Mail Steam-Packet Company, 45; and South Australian Company's shares, 98.

NEW METHOD OF BLASTING ROCKS WITH GUNPOWDER.—The expense attending the common mode of blasting in mines and quarries, induced M. Courbebaie to commence experiments on the quantity of rock removed by a certain portion of powder, in proportion to the size of the cavity, and he finds that by the formation of chambers, or cavities, instead of the round cylindrical hole commonly made, a much more safe and economical result is effected. The experiments were made on a hard calcareous rock, in which having made a circular hole after the usual method, hydrochloric acid and water was poured in, through a copper funnel three yards long, three several times at proper intervals, as the decomposition of the rock proceeded; it was generally allowed to remain two hours, when a sufficient sized cavity was formed at the bottom of the hole to receive a large charge of powder; the remaining liquid was removed by introducing small pistons into the hole five inches long, with valves opening upwards, and acting similarly to pump valves; tow was afterwards introduced and turned about to dry the rock, and then drawn out; powder is poured in until the chamber is two-thirds full; upon this one of Bickford's fuses is placed; it is then filled up with powder, and the hole tamped with sand, when it is ready for firing. The explosion takes place without either flash or detonation, a dead rumbling only is heard from the cracking rock, the whole mass is seen to tremble, then rise a little, and again to fall, cracked in every direction. The rock being detached in larger masses by these means, are not thrown to a distance, but merely removed, and the gases expanding to their full extent before they escape into the atmosphere do not detonate. By these means the operation only costs 5d. per yard cube, while, by the old method, the expense is from 2s. 6d. to 3s. 6d.

SOUTH MIDLAND, OR NORTHAMPTON AND LEICESTER, RAILWAY COMPANY.—The prospectus of this company appears in another column, and we have rarely seen a more influential or numerous list of members, than from the provisional committee, which seems daily to increase, and most of whom are said to purpose becoming large holders. The object contemplated, besides a considerable saving of distance, is an important saving of time, by taking the London traffic direct from Leicester to Blithworth, and avoiding the long stoppage at Rugby, at present sufficiently inconvenient, but which must hereafter be materially lengthened by the junction of the Trent Valley, and Oxford and Rugby lines, with the London and Birmingham and Midlands at that station; and will enable better arrangements to be made for the accommodation of the Oxford and southern traffic, which would still pass over that part of the Midland line between Leicester and Rugby. It also avoids the Kilsby and Weedon tunnels on the Birmingham line, the former of which is upwards of one mile and a quarter in length, thus combining greater security with increased expedition; and, although it necessarily deprives both the London and Birmingham and Midland's line, for a short distance, of a portion of their present traffic, yet this is compensated for tenfold, by enabling them more successfully to compete for the Leeds and York traffic, which must otherwise be diverted into other lines now before Parliament; thus, in effect, becoming a most valuable coadjutor, instead of a rival to these companies. It is reported, that negotiations are in progress, which will ensure the support of the Midland Counties and London and Birmingham Companies. If this be the fact, which we see no reason to doubt, the South Midland offers to the capitalist a more than ordinary eligible investment. With these recommendations, the shares will probably command a considerable premium, and we are not surprised to learn, that in consequence of the applications for them being so exceedingly numerous, it is intended, very shortly, to close the list, notwithstanding the scheme has been but for a very short time submitted to the public.

CORK, BLACKROCK, PASSAGE, AND MONKSTOWN RAILWAY.—A more speedy mode of transit between the city of Cork and the above localities than exists at present has been long a desideratum. Blackrock, Passage, and Monkstown, are very much resorted to by the inhabitants of Cork during the summer months, for, being situated along the river towards the harbour, they afford excellent salt-water bathing, are remarkable for salubrity, and abound in the most picturesque scenery. The number of persons that go there and return on Sunday alone is very considerable, and would, we should suppose, be much increased by the establishment of the proposed railway. An increase would also take place in the number of those who visit those localities during the week; this could not fail to yield a good return for capital—in the prospectus, it is stated at 12 per cent. The present company starts with peculiar advantages. A company, for the purpose of forming a railway from Cork to Passage, was established some years ago, but was encountered with difficulties that impeded its progress, and ultimately induced its relinquishment. It, however, had collected a mass of very valuable statistical and other information, of which the proposed company are now possessed, and have amply availed themselves to steer clear of the rocks on which their predecessors split. Among the rest, they have adopted a river line, in preference to an inland line, in which they will be materially assisted by a navigation wall, already in existence, which extends down to the first proposed terminus, Blackrock. The capital to complete the line (six statute miles) is 120,000, in 6000 shares of 20l. each; and it is intended by the committee to allow the shareholders in Cork and Passage to claim the same number of shares that they held in the other company—an arrangement likely to advance the project considerably. The public bodies and the corporation have agreed to support this line, which is under the direction of that skilful engineer, Mr. Vignoles, and promises to be a good undertaking.

PERIODICAL SALES OF SHARES BY AUCTION.

A novel arrangement, in connection with the share-market, has just been made by Messrs. Lamond and Co., auctioneers, of the Hall of Commerce, Threadneedle-street—viz., the getting up a sale by auction every Tuesday and Friday of every description of shares in railways, mines, canals, banks, gas companies (British and Foreign), of assurances, debentures, and every description of interest, connected with the numerous companies formed, and now forming, in the commercial world. The respectability of the parties will, no doubt, secure them a large amount of business, as many private individuals would prefer offering their shares to public competition, and thus obtain a price which is, in some measure, thus publicly acknowledged to be its value. What effect the plan, if successful, will have upon the share market, remains to be seen. We attended the first sale on Tuesday last, when about 150 gentlemen were present, including members of the Stock Exchange, who were in general the buyers, though it was easily observable, both from looks and remarks, that the "rummy move," as one gentleman was pleased to term it, was hardly relished, but considered an innovation of the "vested rights" of the bulls and bears of Bartholomew-lane. The sale of Tuesday consisted of eighty-four lots of railway, and twenty of miscellaneous shares, and which sold generally at about the average quotations of that day's Exchange business. The following are the principal, which appeared to go off as *bona fide* sales—viz.: South-Western Railway, new (24l. pd.), 153l.; Croydon (13l. 15s. 9d. pd.), 19l. 3s.; Guildford, Fareham, and Portsmouth (24l. pd.), 5l. 17s.; Whitehaven and Furness (1l. pd.), 2l. 9s.; Trent Valley Cont. and Holyhead Junction (14l. pd.), 2l. 10s.; Waterford and Kilkenny (1l. pd.) 4l. 6s.; Galway and Kilkenny (14l. pd.), 1l. 16s.; Wilts and Somerset (24l. pd.), 6l.; North Wales (14l. pd.), 2l. 9s.; South Wales (24l. pd.), 5l. 6s.; Lynn and Dereham (14l. pd.), 2l. 8s.; Exeter, Yeovil, and Dorset (4l. pd.), 12s.; Perth and Inverness (24l. pd.), 2l. 5s.; Londonderry and Enniskillen (24l. pd.), 4l. 16s.; London and York (24l. pd.) 3l. 15s.; Direct Northern (24l. pd.), 3l. 8s.; Lyons and Avignon (2l. pd.) 2l. 8l.; Louvain and Jemeppe (2l. pd.) 4l. 2s.; Sambre and Meuse (4l. pd.) 11l. 5s.; Italian and Austrian (1l. pd.), 2l. 1s.—3s.; Great North of France—Rosamel's Company (2l. pd.), 2l. 2s. 6d.; Bordeaux and Toulouse, Mackenzie's (2l. pd.), 2l. 9s.; Paris and Strasbourg (Paterson's), 2l. 16s.; Dijon and Mulhouse, 2l. 2s.; Orleans and Bordeaux, 11l. 8s. Licensed Victuallers' Life and Fire Assurance Company—pay 6 per cent. (1l. 1s. pd.), 21s.; Alliance Fire and Life Assurance Company—pay 6 per cent., and bonus every five years (11l. pd.), 203l.; Blaenavon Iron Company (50l. pd.), 27l.; Rhymney Iron Company (50l. pd.), 32l. We shall pay attention to the working of these periodical sales, as it is probable, when generally known, that they will bring many private speculators forward to bid, and, by thus throwing it open to public competition, give a better idea of the state of the market, and the feeling most prevalent of particular undertakings, than can at present be entertained with any degree of even tolerable certainty; to be, however, useful, it must become general.

Friday's sale consisted of eighty-one lots of railway, and nine of miscellaneous shares, and the following is the result—viz.: Cornwall (3l. pd.), 5l. 1s.; Welsh Midland (24l. pd.), 4l. 3s.; South Wales (24l. pd.), 4l. 18s.; Lincoln, York, and Leeds, Direct and Independent (14l. pd.), 18s.; Aberdeen (24l. pd.), 4l. 6s. 6d.; Trent Valley Continuation and Holyhead Junction (14l. pd.), 2l. 12s.; Perth and Inverness (24l. pd.), 2l. 4s. 6d.; Direct Northern (24l. pd.), 3l. 14s. 6d.; West Cornwall (14l. pd.), 1l. 14s.; Whitehaven and Furness Junction (1l. pd.), 2l. 15s.; Dunstable, and London and Birmingham (14l. pd.), 2l. 1s.; London and York (24l. pd.), 3l. 6s. 6d.; Perth and Inverness (24l. pd.), 2l. 6s.; Caledonian Extension (24l. pd.), 3l. 1s.; Great Munster (24l. pd.), 2l. 5s.; Italian and Austrian (1l. pd.), 2l. 5s.; Louvain and Jemeppe (2l. pd.), 4l. 2s.; Bordeaux and Toulouse (2l. pd.), 2l. 7s. 6d.; Bordeaux and Mediterranean (2l. pd.), 1l. 17s.; Royal North of Spain (3l. pd.), 2l. 3s.; London Gaslight Company, 55l.; Rhymney Iron Company, 37l. 5s.

UNITED MEXICAN MINING COMPANY.—Among the numerous foreign mining speculations which have been entered into during the past forty years, and in which several millions sterling have been sunk, unfortunately, in the greatest number of instances, without hope of return, it is pleasing to have to record even late amendments in one of them, with the cheering prospect of the shareholders, after many years of wearisome suspense and painful disappointment, at length reaping some remuneration. The United Mexican Mining Company has, during the past 6 or 7 years, been gradually, but surely, surmounting the debts and difficulties under which it has so long laboured, and having at length discharged all its liabilities, and the mines continuing to work steadily at a profit, the directors will be enabled to apply the future remittances to the purposes of dividends. A notice will be found in our advertising columns for a special meeting of the proprietors on the 25th inst., for the purpose of passing resolutions for altering certain clauses in the Deed of Settlement relating to the payment of dividends, and thus enabling the directors to meet the new, but satisfactory, change of circumstances, in which they are placed, and for acquiescing in the declaration of a dividend, which the directors intend to recommend to the meeting, of 5s. per share. This new state of things has given confidence to the holders of shares in this company, and whether it is to this circumstance, or to a predilection in the public mind for railway shares, we know not, but we believe none of the former have changed hands since the publication of the improved condition of the company's affairs. Mr. Schoolbred, the commissioner, left England for Mexico two months since, with instructions to work the mines with increased vigour, and from the known perseverance and practical experience of that gentleman, and the present state and indications of the workings, it is confidently expected this prosperity will continue for years to come. With such prospects in regard to the mines, the confidence which is had in the direction at home, and the management in Mexico, and with a valid, good, and safe debt of between \$700,000 and \$800,000, which is payable by instalments, we trust this undertaking will now prove permanently prosperous. The accounts received per the *Thames*, on Tuesday last, which will be found in another column, are altogether satisfactory, although there is no improvement manifest in the workings, there are other features of considerable gratification; the departmental duty on coinage of 1 per cent. has been taken off, and great hopes are entertained of a reduction of the tax of 6 per cent. on bullion. Mr. Schoolbred had, at the date of the dispatches, arrived safe at the city of Mexico, and was expected, in due time, at Guanajuato; while the lawsuits so long pending, respecting the mines of Acasio, are now in a fair train for an early decision. A further remittance of \$20,000 is advised to be forwarded by the next packet.

ASTURIAN MINING COMPANY.—On Tuesday a deputation of the directors of this company, consisting of the chairman, Gideon Colquhoun, Esq.; Sir William Young, Bart. (deputy-chairman), Col. Stopford, Col. Fitch, and the secretary, waited upon his Excellency the Spanish Ambassador, to convey through him to the Spanish Government the thanks of the company for remitting the entire heavy import duties upon the machinery required for the company's iron-works in the Asturias, and also for the other liberal facilities which the Government had offered to the company in carrying on its operations. His Excellency received the deputation with the utmost courtesy, and promised to make known without delay the sentiments of the company, which he had no doubt would be highly satisfactory to the Spanish Government.

It has recently been noticed in the *Times*, that the Pacha of Egypt has engaged the services of a mineralogist from England, to search for coal and water in the desert. Inquiries, which we have made, confirm this, and we find that the gentleman above alluded to, who has been received by Mehemet Ali with distinguished honour, is Mr. John Petherick, jun., lately manager of the extensive mines and affairs of the German Mining Company in Nassau and Bavaria, and son of Mr. Petherick, of the Llynvi Iron Works, well known in the iron trade of South Wales for many years. He has, ere this, left Cairo under a strong escort, for the purpose of searching for coal, by way of Suez and Mecca to Abyssinia and Nubia; and, we doubt not, but that with his talents and knowledge, the mineralogical riches of these countries will be fully developed.

WHEAL MORWENNA MINE.—A meeting of the shareholders was held at Crostrow, Morwennew, on Monday, the 2d instant.—WILLIAM ROUSE, Esq., in the chair.—The CHAIRMAN read the report of the mine, which was very favourable, and many specimens and samples of ore were exhibited of a very rich quality, worth 21l. per ton. Shares are selling rapidly at a premium, and high hopes are entertained by the adventurers. Only 64l. has been expended since the level was begun—the length driven is about forty fathoms, and never was the mine, since the commencement, looking so promising as now. Two beautiful canisters have been cut through during last week, running north and south, filled with rich ore, which more than ever increases the prospect.

Pemberton.—The boiler at Mr. Blundell's colliery exploded on Tuesday last; the engineer and browman were severely scalded.

Original Correspondence.

THE COPPER TRADE—ENGLAND AND AMERICA.

SIR,—In 1842, in company with some friends, I visited the rich mineral district of Bayatavo. Then there were a few old excavations, some fifteen or twenty feet deep, found in various parts of that metallic region, supposed to have been made some centuries ago, by persons in search of silver, of which the copper ores in my mines produce, in some instances, a small quantity. These excavations were generally made on indications of small veins of copper ore traversing the surface rocks, and may be found from one extreme of Cuba to the other. After being satisfied with the rich external appearance of things, I procured a mining captain from Cornwall, reviewed again the grounds, and finally located myself in the spot designated on the large maps of Cuba as "Las Minas," a little more than twenty miles from the port of Nuevitas, and within 300 yards of the line of railroad from that place to Principe. I commenced working on a most perfect run of gossan as was ever seen, encountered green carbonates, red oxides, and lighter surface ores, and at the depth of about twenty-five feet came to a rich lode of black ore, changing a little its character, till at ninety feet it became a strong lode of yellow sulphuret. I sunk five different shafts, and explored the ground for about 900 feet, in a nearly east and west direction, and found it universally productive. I then put up a steam-engine (the first one ever introduced into that province), and in a short time took out, with a few hands, nearly 1000 tons of ore, producing from $1\frac{1}{4}$ to $1\frac{1}{2}$ per cent., nearly all of which has been sold in Liverpool. Owing, however, to want of capital, to enlarge and extend the workings as required, I am about to dispose of a part of this property, when I can find capitalists willing to work it on a large scale. Since I commenced working, more than fifty other mines have been granted in the same district, by Government, to different individuals; and I am happy to see that the Swansea people are not backward in this enterprise. Captain Richards, representative of a company there, has for some time been in the region of Bayatavo, and has been so much satisfied with its mineral riches, that he has taken up several mines, though, as yet, circumstances have rendered them unproductive. The ground on which the principal mines are is hilly, though not mountainous, like St. Jago. The dip of the lodes is generally north, about eight inches to the fathom. They are accompanied with layers of flookan and blue colours, and are said to be better than those of the south side of the island, though (our methods of cleaning not being so perfect) the ores do not always turn out as well. The expense of sending our ores to England has induced me to make strong efforts to establish smelting works in the United States, which, if it can be accomplished, will leave our miners a vast deal more profit than at present; for on all my ores shipped to Europe thus far, the expenses, from the time they left New York, have exceeded 22 per cent. of their value. This is an evil I shall do all I can to remedy while I am interested in mines, but hope that in this our interests may not clash. GEORGE DITSON, U.S. Vice-Consul.

Nuevitas, Cuba, April 21.

ENGLISH COPPER MINES AND THE NEW TARIFF.

SIR,—The alterations occasioned by the new tariff are said to have acted very prejudicially upon the English copper mines. Do you know of any steps that have been taken by the shareholders in copper mines to endeavour to obtain an amendment from the Legislature? In some mines the foreign importation, and the injury from the same, is the alleged reason why no dividends have been declared; but, I should think, though it might over the price of English copper, yet that article being in such general use it would have the effect of increasing the demand by being cheaper; therefore, if the English mines lost in price, they could still keep their ground by raising a larger quantity. I write for information, as I have but little knowledge of mining affairs, and a friend of mine, who is interested in some, is dissatisfied, owing to the concern with which he is connected having suspended its dividend from the cause above stated. London, May 29. INQUIRER.

ALTEN COPPER WORKS.

SIR,—I have no claim to obtrude myself on your columns, as, though interested in mining, I cannot call myself a miner. I am a follower of gentle Isaac, a brother of the angle; last summer I was at Drontheim, in Norway, being too early for the fishery of the Nansen, and understanding that in the far north, a colony of my countrymen were located, in the prosecution of mines, I started, by the steamer *Prinds Gustav*, thither, and after a few weeks' voyage, arrived at these works. As a description of the most northerly copper mines in the world, may probably interest some of your readers, I subjoin a brief notice. These works, which lay in 69 deg. 39 min. north lat., and 23 deg. east, long., in the province of Finmarken, are situated on the shores of the Bay of Kaafjord, proceeding through most romantic Alpine scenery, you enter a magnificent harbour, on the shores of which the mines are situated. After travelling for two or three days, without seeing a human habitation, the eye is gratified with beholding the neatness of an English village, with its pretty, unassuming church, placed on the brow of a hill, peacefully overlooking the busy establishment at its feet. On the hill, near which the mines are situated, is the store, the residence of the officers of the establishment, and the Norwegian workmen; on the other side of the bay is a village inhabited by Quans (natives of Finland), who have emigrated here for the purpose of obtaining employment. The mines are seven in number—Wilson's lode, the United Mines (a junction of the two formerly known by the name of Woodfall's and Ward's), Michell's, the Old Mine, Mancur's, Ryper's, and the Church lode. These are situated from the manager's house on gentle declivities, varying in distance from a quarter to one English mile; from the three principal ones—Michell's, the Old Mine, and the United Mines—are shutes and tram roads, conveying the ores at once to the dressing floors; the machinery used is Petherick's patent separators, and for the halva a twelve-head stamp, worked by a water wheel ninety-six feet in circumference. There is immense water power, though this, in the winter, owing to the severe weather, is not available; but, during the short summer season, the machinery is worked incessantly night and day, knowing no intermission. The ores produced are the yellow copper pyrites, and vary in per centage from 3 to 8. From the dressing floors they are conveyed by a tram road to the smelting works, which contain two blast furnaces, worked by a small steam-engine, and five reverberatory furnaces, and a refinery. The smelting works are about thirty yards from the quay, and the copper is shipped on board the vessels direct, the coals are likewise unloaded from the vessels at the same place, so that the cost for transporting is very little. The ground, I believe, costs, on an average, about eight dollars a fathom for driving, and the ore is smelted at about seven dollars per ton: they produce about 120 tons of copper per year, formerly they produced from 250 to 300. The whole establishment is one of the most complete of the kind in Europe; the Norwegian Government is excessively liberal in its concessions—there are good roads, and the machinery is in most perfect order. The company have another mine about nine English miles distant, called Raipais, which produces purple copper ore of about 30 per cent. (the *bunt-kupfererz* of the Germans). A road has been made here from the trading place of Bossekop, about 7 miles in length, the ore is driven from the mine to this place, and thence shipped by boats to the parent establishment at Kaafjord. It may be asked, why a mine, with all these natural advantages, good machinery, &c., does not pay—the reason, I believe, is, that the company commenced with too small a capital in the first instance, the mines were worked, perhaps, too heavily, in order to make returns, and hence the present depression; the country around, in the opinion of good geologists, abounds with mineral veins, and it only wants a little more capital, and a corresponding and energetic spirit on the part of the proprietors, to make this mine one of the most profitable, as it is now one of the most perfect, as affects the arrangement, in Europe.

May 20.

A NORTHERN TRAVELLER.

TO THE SHAREHOLDERS IN THE MONMOUTHSHIRE AND GLAMORGANSHIRE BANKING COMPANY.

GENTLEMEN,—I most respectfully, yet most energetically, call your attention to a letter which appeared in the pages of the *Mining Journal* of last week, and entreat you, if you have any regard for your interests, to "mark, learn, and inwardly digest," the honest truths which the writer has there set forth. It is to such representations of facts that we should take heed when our dearest interests are at stake—let us call a meeting at once of the proprietors, to decide upon the best mode of procedure, previous to which, let us circulate as extensively as possible amongst our brother shareholders, copies of the admirable letter in question. Are we to be "Scotched" out of our capital by a comparative stranger amongst us? Tredgar, June 3.

[It is only right to add, that, in an interview with one of the directors, we were assured, that several of the statements in our correspondent's letter, of last week, were altogether incorrect.]

SOCIETY OF ARTS, MANUFACTURES, &c., ADELPHI.

The annual distribution of prizes awarded by this excellent institution took place at the society's house, in the Adelphi, on Monday last, the 2d inst., by his Royal Highness PRINCE ALBERT, the president, who took the chair precisely at twelve o'clock. The Prince was received with the most cheering demonstrations of welcome and respect, and having, on taking the chair, expressed his pleasure at meeting so respectable and numerous a company beneath the society's roof on the interesting occasion, FRANCIS WHISHAW, Esq. (the secretary), read the following REPORT.

This is the fifty-eighth annual distribution of the rewards of the Society for the Encouragement of Arts, Manufactures, and Commerce, first established in 1753. The presence of the estimable consort of our beloved Queen for the third time among us, is an earnest of the real interest his Royal Highness takes in this old and valuable society. His Grace the Duke of Sutherland, who has for many years past made a point of attending the annual distribution, is unavoidably prevented from taking part in the present proceedings by absence in Scotland. Since the last distribution twenty-six members have been elected; among whom may especially be mentioned, the Earl of Romney, whose distinguished ancestor was one of the first vice-presidents of the society, and whose portrait is suspended in this room. During the past year, important changes have taken place in the mode of transacting the business of the society, which have caused a marked improvement in the character of the inventions recently sent in for the society's approval. The restriction on the admission of patented inventions for the consideration of the society has been entirely removed, and thus communications of considerable value have been made to the society during the present session, which must, otherwise, have been excluded. The scientific committees of the society, which, until the middle of the present session, were made up of any members who might happen to be present at the meetings of such committees, are now composed of those selected members of the society, who, from their qualifications in the different branches of the arts, are best suited to fulfil the duties required of them, and whose decisions are thus much more likely to give general satisfaction to the authors of the various inventions and communications submitted for their consideration. It may confidently be expected that, before the commencement of another session, arrangements will have been made for publishing more frequently than once a year the proceedings and transactions of the society. This step has long been required, in order to give the authors of the subjects which have been approved by the society every advantage of an early publicity. The acting vice-presidents of the society, on whom so much depends for carrying out successfully the important changes which have been made, under the general directions of the managing committee, have not failed to be at their post whenever required, being fully alive to the necessity of getting rid of the rust by which this old society had become so much corroded. It will not, I trust, be out of place at this time to mention the success which attended the vice-president's conversations on the 28th of January last, for which occasion upwards of 1000 invitation cards were issued, and which caused an assemblage of not fewer than from 700 to 800 visitors; all the rooms of the society being opened for the occasion, in which various working and other models, and numerous specimens in the fine arts, were displayed to advantage. The Wednesday evening illustration meetings have been well attended during the present session, and many highly interesting subjects have been brought before the society on such occasions. I am instructed, before drawing the attention of your Royal Highness to the more immediate business of the day, to introduce to your notice one of the most valuable projects that has ever been brought forward by this society; and I cannot do it in a better way than by simply reading the few, but important, resolutions passed at the last meeting of the managing committee, which will briefly explain the objects sought to be attained:—1. That the experience of foreign countries has proved that great national advantages have been derived from the stimulus given to industrial skill by bringing the manufactures of different establishments into competition with each other, and by presenting honorary rewards to those who have excelled in each department; cheapness of production, and excellence of material, both in execution and durability, being assumed as the criteria of superiority. That by carrying out a similar principle in this country, founded on the experience of the past, but with more extensive views, still greater benefits may be anticipated. 2. That having regard to the objects promoted by the Society of Arts, Manufactures, and Commerce, it would appear to be their peculiar province to attempt to carry out such an object in Great Britain on a scale commensurate with the magnitude of the interests involved. 3. That immediate preparations be commenced for such a periodical exhibition of works of industry, at which the producers shall be invited to display their various productions. The details of carrying out this plan, on a comprehensive scale, were left to be considered at future meetings of the committee. The following animated picture (extracted from one of the daily journals), representative of an exhibition of the products of national industry, will bring home to the minds of those who have never witnessed such a display, a scene of extraordinary interest:—"A display of the perfection to which we have brought the mechanical arts would include every manufacture of the empire. Each producer would have his stand crowded with the choicest specimens of his skill: china from Worcester and Derby; the finest lace from Nottingham; the most splendid brocades and silks from Spitalfields; the newest patterns from Manchester, from the raw cotton to the finest manufactured produce; glass, varying in shape, from the spun fibres, for robes and vestments, to the most superbly cut chandeliers; the produce of Birmingham, from the common cut nail, to the magnificent ornamental decorations for palaces; carpeting of brilliant patterns; a display of chronometers, watches, and clockwork; jewellery, of the rarest and most delicate devices; paper, of the highest quality the mill can produce; printing, in illumination and gold; cloths, of all qualities and all colours; the straws of Dunstable; the ribbons of Coventry; and the crockery of Matlock; the latest locomotive—that triumph of mechanical speed; the Cornwall condensing engine—that master-piece of economic power; models of iron steamships for the Atlantic; of men-of-war, for the dominion of the ocean; of merchantmen, from the ports of London, Hull, and Liverpool; the finest qualities of arms, in guns, pistols, and watered sword blades; and the choicest specimens of carving and cabinet work. Such an exhibition would include all the varieties of articles produced by the skill of the vast body of English artisans—the most ingenious, the most patient, and the most persevering in the world—in a word, everything that could render the exhibition worthy of the industrial manufacture of a mighty empire." I need only add, on this point, that a considerable sum has already been subscribed by the committee towards this grand national object. The promoters can desire nothing more fervently than the patronage of your Royal Highness, and that of our most gracious Sovereign. By your Royal Highness's permission, we may now proceed to the more immediate object of the present meeting—I mean the distribution of the society's rewards to the successful candidates.

The more immediate business of the day was then proceeded with, Mr. Rotch, vice-president, Mr. Scott Russell, and Mr. Holtzappel, describing the various inventions, &c., as they were brought forward; among those who received medals for improvements in mechanism and the practical arts, are some which deserve especial notice. To Dr. Montgomerie was awarded the gold medal for the introduction of a substance from Singapore, in the East Indies, which is likely to prove of immense service in those branches of the arts in which caoutchouc is employed; the latter substance is liable to injury from heat, and cannot be dissolved except in naphtha or some other powerful spirit; the substance under notice, called "gutta percha," is a lightish brown gum, exuding from a tree, of which there are in Singapore very large forests, which dries into a tenacious and elastic substance very much like Indian rubber, but possessing more tenacity, and may be moulded into any required form at 212 deg. Fah., and thus, by slightly dipping two pieces in hot water, and pressing them together, they become firmly united, and equally strong with any of the original parts; it will most probably be brought into extensive use.—The gold Isis medal was awarded to Messrs. J. and W. McArthur for the importation of wines from Australia, and we notice this case to show how experiment and perseverance tend to benefit our distant colonies, and, by the importation of their improved produce, add to our comforts at home. From the knowledge of the aptitude of the soil and climate of Australia for the production of the grape possessed by these gentlemen, they eight years since selected from the best wine districts of the Rhine, a quantity of cuttings from the choicest trees, which were carefully sent to the colony and duly planted; the result has been the importation of wine from Australia, the produce of these grapes, which bids fair to place that colony among the most admired of wine producing countries.—Mr. D. Davies, for his improved railway carriage brake (a description of which appeared in the *Mining Journal* of the 3d ult.), received a silver medal; a model was shown to the president, and Mr. Rotch explained that all the objections attached to the old breaks were by this invention entirely removed, and that the London and Birmingham Company had adopted it on their line.—Dr. Jarvis, of Connecticut, United States, received a gold medal for a surgical adjuster for reducing dislocations. Mr. Rotch, in giving a popular description of this apparatus, which was calculated greatly to diminish human suffering, explained that under the ordinary method the body of the patient was fastened to the wall, and the extremity of the dislocated limb was then attached to a series of cords and pulleys, which were worked by three, or sometimes four, men, the operator himself having no control over the power in action, although so essential at the moment when the bone could be allowed to slip into its place; the consequence is, that the ligaments are often stretched further than is necessary, productive of much injury, danger, and delay in healing. The apparatus of Dr. Jarvis consists of a fork to fit on to the body, connected

with a rack and pinion, and the necessary bandages; by the aid of a small lever working on the pinion, the operator exercises all the power required with one hand, while, with the other, he feels and ascertains the situation of the bone, and the instant it has arrived at the edge of the socket, by pressing a trigger, the rack is detached, and the bone slips into its place.

—Mrs. T. Allom received the silver Isis medal for her perseverance in introducing bees into New Zealand, where they were perfectly unknown before, and which had been attended with the most perfect success; the stock had greatly increased, and a piece of wax was presented, the produce of that colony.—Although apparently a small matter, the use of Mr. Ingram's board for teaching singing in schools, was duly appreciated by his Royal Highness, who, having presented to this candidate the society's silver Isis medal, ordered, through Mr. Anson, one of the boards for the use of the Windsor charity schools.—Seven persons were rewarded with the honorary testimonial of the society, and among the twenty-three who received medals for productions in the fine arts, we were much struck with that of Master A. Stanesby, a boy about thirteen years old, for an original portrait in chalk; and that of Master Byron Webb, not exceeding thirteen years of age, a painting in oil of a stag, which would do honour to many an older artist—this precocity of talent reminds us strongly of the early days of West.—The last reward presented, was a silver Isis medal to Nubboo Coomarr Paul, of Calcutta, for an original bust of the late Dr. Carey, and Mr. Rotch observed that this case showed the wide extent of their operations, and the value attached to the marks of the society's approval, when artists were induced to send specimens from such a distance.

The Earl of CLARENDON then rose and said, that as the business of the day was closed, he trusted they would all cordially unite with him in a vote of thanks to his Royal Highness Prince Albert for the honour he had done them, and the assistance he had rendered the society by presiding on that occasion. In the presence of his Royal Highness, it would be presumptuous in him to allude to the many virtues which he possessed, and which he so nobly exercised for the benefit of his fellow men; he was loved by all classes of his Majesty's subjects; and if there was one thing more than another by which he endeared himself to society, it was in such acts as they had that morning come to witness; he not only felt an interest in, but identified himself with, the arts and sciences; his practical knowledge rendered him a judge of the cases which came under his notice, and his urbanity and kindness added to the value of the presentation in the eyes of those who were so fortunate as to receive them. The proceedings of that day would give a stimulus to talent and exertion, and his Royal Highness would have the pleasure of remembering that by his patronage he was advancing the welfare of this great community.

Sir EDWARD COBBINGTON observed how necessary it was that the upper classes, and all who had the power, should assist and protect those who were toiling and persevering in perfecting the useful arts of life; there was a vast deal of rising genius among them, and they had that day seen mere children receive the society's rewards for productions which were a credit to the country. He knew of none who, by giving his time and example, rendered greater service to their cause than Prince Albert, and he most cordially seconded the motion, which was unanimously carried amidst loud acclamations; the Prince having replied, the party broke up.

JEFFERY'S MARINE GLUE.—The Government of France having had their attention immediately directed to the importance of the patent marine glue, which, from its great strength and preservative qualities, has given such universal satisfaction, a commission was appointed by the Minister, in November, 1843, to make a series of experiments at the port of Toulon, directed to the making top-masts in separate pieces, the preservation of timber under water, and bottoms of ships, the caulking of vessels, putting together blocks of stone and cementing masonry, and also its application to the preservation of iron plates and chains, having specially in view the bottoms of iron vessels, and to report thereon; only those relating to caulking ships, and the preservation of timber under water, and iron plates, are yet sufficiently matured, and on these they have made a report. The marine glue was applied to the caulking of the bottoms of the steamers *Le Titan*, the ship *L'Océan*, and the frigates *L'Ipheigénie* and *La Proserpine*. *Le Titan* remained exposed to the sun during the whole summer of 1844, without ever being wetted, and when the winter rains set in, not a drop of water passed through the seams; the glue still adhered, notwithstanding all the movements they had gone through from the action of heat and humidity; with the former the seams opened, and the glue remained in them; in the latter they closed, and the glue was forced out, forming a hard banding, which it was very difficult to remove. The *Océan* was on the Tunis station, and experienced very bad weather; she, however, returned to port in December, and her caulking remained perfectly sound. The *Ipheigénie* was on the 2d and 6th of August, without oakum in the seams; she was at sea in very bad weather, and although her planks worked exceedingly, the caulking with the marine glue still remains entire. These instances prove that the glue perfectly resists the motions of the vessel, and adheres to the planks, even when they gape, in consequence of the labouring of the vessel. It is found superior in regard to its durability, since it is still completely unaltered on board the vessels where it had been used eight months ago, whilst the caulking with pitch required to be done over again at the end of the same period. The marine glue has another important advantage over pitch, which is, that it will not melt except at a much higher temperature. It often happens in hot climates that the pitch becomes so soft as to melt through the seams, and sticks to the feet; this is an inconvenience which has not occurred with marine glue. From these experiments, the commission has agreed on the following decision:—"That the marine glue caulking is superior to common caulking for rendering the seams impervious; and its greater expense at first, in comparison with the latter, is fully compensated by its superiority and greater durability. The commission, therefore, considers that it will be for the advantage of the state, to substitute marine glue for pitch and oakum." They then proceeded to experiments for the purpose of trying the effects of the marine glue as a preservative from marine insects, weeds, and shell-fish. A four-sided box was made, each side containing five planks; some of these planks were coated with the glue, mixed with 2 per cent. of a poisonous mixture of bi-chloride of mercury dissolved in ligneous spirit; some only had a horizontal stripe laid on them, and some were left without the poisonous preparation; the box was immersed in a part of the wet dock at Toulon, remarkable for the vigorous attacks of marine insects and the abundance of marine vegetation, on the 10th June, 1844, and first examined on the 9th September, when the parts unprepared showed the usual ravages of the insects, and were covered with shells and seaweed; the prepared planks showed no signs of punctures, but those parts not poisoned were covered with weeds and shells. From the foregoing experiments, it results that the poisoned marine glue preserves the wood from the punctures of marine insects; and that the corrosive sublimate dissolved in ligneous spirit and applied over the marine glue, protects, at least for a certain time, the surfaces under water from the seaweeds and shells, and that the experiments made on a boat and on the bottom of the schooner *La Topaze*, confirm the foregoing results.

NEW IRON RIVER STEAMERS.—On Monday last, that excellently-appointed and well-conducted line of iron steam-boats, running between London-bridge and Chelsea, was extended to Kew, calling at Hammersmith and Brentford. Three beautiful new boats (built by Messrs. Ditchburn and Mare, with 24-horse power oscillating engines by Penn), were started, under the guidance of Messrs. Chaplin, Wood, Lemann, Sweeting, and other directors, with friends, and introduced at the several "stages," in a style worthy of their known spirit and liberality; the boats, from their build and light draught of water (about two feet), proved admirably adapted for their destiny, while the far-famed gardens of Kew formed an especial attraction, and cannot fail becoming of considerable resort, to public gratuitous inspection. One feature of interest on board the boat, and at Kew, was Messrs. Penn's ice-machine, where it practically proved its utility, and the great advantages obtainable from its use, by furnishing an ample supply of that refreshing luxury to the visitors. The day must have been particularly gratifying to that public spirited man, Mr. W. Chaplin, who is ever found exerting himself, wherever well-directed capital and energy can facilitate public convenience—on the road, the rail, or water; and the compliments of his brother directors, and Messrs. Ditchburn, Penn, and others, did alike honour to themselves, and to the worthy object of their laudation.

STEAM NAVIGATION.—The school for the instruction of naval officers, and others, in the economy and uses of steam, and the management of steam-engines, at the Royal Polytechnic Institution, is, we are glad to find, in a flourishing condition. It is indeed, a sign of the times, that so many of our distinguished naval men, should devote their leisure moments to the study of steam navigation, and that the Admiralty should insist upon such a step, prior to granting an appointment to a steamer. We find, also, that the spread of railway locomotion has aroused, among all classes, a desire to understand the powers of the steam engine; and, therefore, not only are the private course of instruction given by Professor Ryan numerously attended, but, also, his public lectures on the steam-engine are crowded by ladies and gentlemen, who anxiously listen to his popular explanations of its wondrous powers. It is not generally known, that Dr. Ryan's course includes practical instruction on the Croydon Railway, and also on the River. Dr. Bachhoffner still continues his admirable lectures on natural philosophy.

WOOLWICH STEAM-BOAT COMPANY.—Thirty-one shares were sold by Messrs. Fuller and Marsh, at the Mart, at 66s. per share.

RAILWAY COMMUNICATION TO ST. JUST IN PENWITH.—A line of railway communication has been projected, to connect Penwith with the town and mining district of St. Just. The distance by rail will probably be about eight or nine miles; the capital necessary to complete the work, about 40,000*l*.

Mining Correspondence.

ENGLISH MINES.

HOLMBUSH MINING COMPANY.

June 3.—In the 120 fathom level, west of the cross-cut, the lode is six inches wide, producing a little ore; in the south cross-cut the ground continues hard for driving. In the 110 fathom level, west of Hitchins's shaft, the lode is twenty inches wide, worth 42*l*. per fathom; in the stopes, in the back of this level, east and west of Mitchell's winze, the lode is fourteen inches wide, and worth 11*l*. per fathom; in the stopes west of Goldworthy's winze the lode is one foot wide, worth 8*l*. per fathom; in the stopes east and west of Lobb's winze the lode is fourteen inches wide, and worth 18*l*. per fathom; in the stopes west of the sump winze the lode is fifteen inches wide, and worth 28*l*. per fathom; in the stopes west of Hitchins's winze the lode is eighteen inches wide and worth 35*l*. per fathom. In the 100 fathom level, west of Hitchins's shaft, the lode is fifteen inches wide, worth 14*l*. per fathom; in the stopes in the back of this level the lode is one foot wide, worth 18*l*. per fathom. In the ninety fathom level west the lode is small and poor; in the stopes in the back of this level the lode is one foot wide, worth 15*l*. per fathom. In the sixty-two fathom level, west of Hitchins's shaft, we have again got the lode in its regular course, but at present it is small and poor. We weighed at quay, on Friday, April ores, 187 tons 18 cwt., and sampled May ores, computed 194 tons. T. RICHARDS.

UNITED HILLS MINING COMPANY.

June 3.—In Williams's shaft there is no alteration. In the eighty fathom level east the lode is four and a half feet wide, two feet on north good ore; in the eighty fathom level west the lode is four feet wide, one foot on the north ore. In the seventy fathom level east the lode is three feet wide, one and a half feet ore of fair quality; in the seventy fathom level west the lode is three feet wide, one foot on south good stones of ore; in the winze, under the seventy fathom level, the lode is six feet wide, ore throughout, fair quality. In the sixty fathom level east the lode is three feet wide, two feet on north good ore; in the sixty fathom level, west of James's shaft, the lode is four and a half feet wide, ore throughout, fair quality; in the sixty fathom level, east of Harper's winze, the lode is two and a half feet wide, two feet good ore. In the fifty fathom cross-cut south the ground is rather more favourable. In James's shaft the lode is three feet wide, poor. At Wheel Sparrow, in the fifty fathom level east, the lode is one and a half feet wide, good stones of ore. In the forty fathom level east the lode is two feet wide, good ore; in the forty fathom level west the lode is one foot wide, poor. In the thirty fathom level, east of Richards's shaft, the lode is two and a half feet wide, one foot ore of low quality. In the cross-cut, at the fifty fathom level, we have cut Stacey's lode, poor and small. T. TREVENEN. R. WILLIAMS.

BEDFORD UNITED MINING COMPANY.

June 2.—At Wheel Marquis, the lode in the seventy fathom level east is two feet wide, worth about two tons of ore per fathom. In the fifty-eight fathom level east the lode is two feet wide, composed of spar, muncie, and ore; and in the winze sinking in the bottom of this level the lode is two and a half feet wide, and worth 25*l*. per fathom. The lode in the forty-seven fathom level west is twenty inches wide, composed of spar and muncie, with good stones of ore; and in the stopes in the bottom of this level east the lode is two and a half feet wide, and worth 16*l*. per fathom; the deep adit level is without alteration. At Ding-Dong, the lode in Thomas's engine-shaft is three feet wide, and worth 25*l*. per fathom. At Wheel Tavistock, the pitwork in Phillips's engine-shaft is complete, and we hope by the beginning of another week to commence driving the twenty-five fathom level. At Delye's Kitchen we have cleared up the adit shaft, and resumed clearing the adit level east; so far as it has been cleared, the greater part of the lode has been taken away, both in the back and bottom. In the adit found in the old workings fine gossan and good stones of tin are frequently met with. We consider it advisable to clear about twenty fathoms more, which will admit of a shaft being put down on the most promising part of the lode. We weighed at Morwellham, on Friday, April ores, 110 tons 9 cwt., and sampled May ores, computed 109 tons. J. PHILLIPS.

COOK'S KITCHEN MINE.

May 31.—North Tincoff lode, in the seventy fathom level, is four feet wide, composed of spar and muncie, with small quantities of ore. Eudey's lode, in the ninety-two fathom level, is three feet wide, producing some good work for tin; we have not yet holed to the new east shaft. Chapple's lode, in the 170 fathom level west, is three feet wide, worth 10*l*. per fathom. The lode in the stopes east of the cross-cut, at the 160 fathom level, is sixteen feet wide, worth 90*l*. per fathom; west of ditto the lode is fourteen feet wide, and worth 80*l*. per fathom; we have not yet cut the lode in the cross-cut south at the 148 fathom level. In the 140 fathom level, east of Chapple's shaft, the lode is three and a half feet wide, worth 20*l*. per fathom. We are still prosecuting the cross-cut north at the 160 fathom level to cut the north part of Dunkin's lode; the ground continues favourable. In the cross-cut south from Rogers's shaft, at the twenty-nine fathom level, we have met with strings of ore. A. EUDLEY.

WEST WHEAL JEWEL MINING ASSOCIATION.

June 2.—In the 100 fathom level west, on Wheel Jewel lode, the lode is six inches wide, with stores of ore; in the 100 fathom level east, on ditto, the lode is three feet wide, worth 8*l*. per fathom. In the eighty-five fathom level east, on ditto, the lode has not been taken down in the past week; in the eighty-five fathom level west, on ditto, the lode is nine inches wide, with stores of yellow ore. In the seventy fm. level west, on ditto, no lode taken down in the past week. In the winze, sinking below the forty-two fathom level, on Buckingham's lode, the lode is unproductive. In Wilkinson's engine-shaft, sinking below the fifteen fathom level, the lode is three feet wide, composed of spar, muncie, &c. S. LEAN. R. JOHNS.

CANADON WHEAL HOOPER MINING COMPANY.

June 5.—In consequence of the recent dry weather, the water in the shaft (which, for several weeks past, has prevented further sinking), is shrinking considerably, and it is hoped that, in a few days, the shaftmen will be enabled to resume their labours. The walls of the engine-house will be up in about a fortnight; a 30-inch cylinder engine is on the spot, a new boiler (10 tons), and bob, with lifts, &c., is ordered, the whole of which will be brought into action in about two months; soon after which, it is hoped, some of the lodes will be intersected at from twenty to thirty fathoms deep; from the strong indications already seen, great hopes are entertained that ore will be found at this moderate depth. The South Canadon lodes, running into this set, continue to improve, one of which is now regarded by them as their champion lode.—J. SEYMOUR.

WHEAL SARAH MINING COMPANY.

May 31.—The lode in the shaft, sinking below the twenty fathom level, is four feet wide, containing good stones of ore in gossan, with spots of galena, in a decomposing light blue slate of a promising character; we are glad to speak of an improvement here; another lift of pumps has been fixed during the week, and the water not being very powerful, I trust nothing will retard our operations; the north end, at the twenty fathom level, is unproductive; the lode in the south end is three feet wide, containing lead, thickly disseminated; the ground is still favourable for driving, and the lode is evidently improving. We could not proceed with either the nine fathom level north, or the winze sinking below this level, through a deficiency of air; a ventilator was, consequently, fixed, with the necessary pipes attached, and the workings were but just resumed, when an old shaft was cut into, which was sunk and filled at a time not now known; the bottom of it only reached the back of the level, and water evidently prevented the old miners from sinking deeper; it will be cleared forthwith, as the atmospheric pressure surpasses every other ventilator which human art has ever invented, or the hands are likely to accomplish. JOHN PRINCE.

TRELEIGH CONSOLS MINING COMPANY.

May 31.—Garden's shaft, below the seventy fathom level, will be commenced immediately in the country. Christie shaft, below the eighty, and the sump winze, we shall not be able to resume working for a few days; they are much the same as last reported. In the seventy fathom level, west of Good Fortune, the lode is three feet wide, producing some good stones of ore; in the seventy fathom level, east of ditto, the lode is twenty inches wide, not much ore. In the sixty fathom level, west of ditto, the lode is four feet wide, worth 12*l*. per fathom; in the sixty fathom level, east of ditto, the lode is two feet wide, with stones of ore, and kindly. In the fifty fathom level, west of Symons's, the lode is four and a half feet wide, worth 14*l*. per fathom; the fifty fathom cross-cut north is driving in the country. In the forty-four fathom level, west of ditto, the lode is small, and without mineral; in the winze, below the forty-four fathom level, the lode is three and a half feet wide, worth 7*l*. per fathom. In the thirty-four fathom level, west of ditto, the lode is one foot wide, but little ore. In the rise, above the twenty fathom level, the lode is two feet wide, worth 6*l*. per fathom. In the winze, below the adit, the lode is three feet wide, with stones of ore. W. SYMONS.

SILVER VALLEY MINING COMPANY.

June 2.—I beg to say that the masons are building the engine-house with expedition, and will get high enough for the second floor by Thursday next. We have cleared out the old bob pit at the south shaft, and are now levelling the burrow, and taking out some ground in the western hill, to have sufficient room for a capstan and whim rounds, which will be completed this week. SAMUEL RICHARDS.

CALLINGTON MINING COMPANY.

June 2.—In the 100 fathom level, both north and south of Johnson's engine shaft, the lode is worth 16*l*. per fathom. In the ninety fathom level, both north and south, we are driving through ground that will work in a low tribute; in the winze, sinking below this level, the lode is worth 5*l*. per fm. In the eighty fathom level, driving north, the lode is worth 4*l*. per fathom; in the winze, sinking below this level, we are opening good tribute ground. At the north mine, in the eighty fathom level, driving south, the lode continues large, intermixed with silver-lead ores. In the seventy fathom level the lode is worth 7*l*. per fathom; the canter lode at this level is one foot big, producing stones of copper ore. In the forty fathom level we are driving through tribute ground. J. T. PHILLIPS.

CORNUBIAN MINING COMPANY.

June 2.—I am glad to say that the eighty-six fathom level, going west of Murray's engine-shaft (on Chiverton lode), continues to pass through good tribute ground; at this level, going east, the lode is improved since last report, Chiverton lode being now one foot wide, and saving work; the two pitches, working over from the back of this level (vest of engine-shaft), by fourteen men, are still looking well, and turning out very rich work. The pitches working on the north lode at the back and bottom of the seventy fathom level are yielding fair quantities of work, and, in every respect, as well as was noticed in last week's report.

RICHARD ROWE.

SUCCESSFUL ATTEMPT AT REMOVAL OF FOUL AIR IN MINES.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Having heard, a short time since, at Pembroke Mine, in the parish of St. Austell, that a change of weather had rendered the air so foul in a shaft, sunk nine fathoms, with a cross-cut driven twelve fathoms, that a candle could not be taken deeper than three fathoms in it, I recommended that a half-bushel of lime should be thrown into it, and some water put on it. About half an hour afterwards, a lighted candle could, without difficulty, be carried erect into the end of the cross-cut, in the bottom of which some lime was also afterwards introduced. The air has since continued good, and the remedy is so cheap and ready, and within the reach of all employed in mining operations, that I think it may be adopted with very general benefit.—RICHARD RODDA: St. Austell, June 3.

FOREIGN MINES.

BOLANOS MINING COMPANY.

San Clemente, April 16.—Beggings your reference to my last respects (15th ult.), I have to acknowledge receipt of your secretary's letter of 1st February. ZACATECAS DISTRICT REPORT.—I enclose the usual monthly accounts for March, showing a loss of \$1826 4 2; this, however, is only nominal, and it arises from the separation of the rich ores of San Nicolas and the cuchilla for reverberation, and the consequent fall of ley in the tortas reduced. The reverberation (or roasting) of these rich ores has been commenced this month; when the process is finished, they will be mixed with the tortas, and bring the ley up again. There has, however, been some falling off in the mines, as will be seen from the following special reports. The result of the present month will scarcely be any better than that of the last, but May will, no doubt, show good profit again, as the buscones are since this week at work in the reserves of San Francisco and La Luz.

SAN CLEMENTE MINE.—The extraction by partido has been maintained, but the ley produced has been too low entirely to cover costs.

Tutworks.—The east end of San Fernando has never varied its character; it continues in a vein, with bronze and blende, but entirely without silver, and I am much disposed to give up this trial as hopeless. The west end of the level on the transversal vein was driven a short distance, when it was found that it would immediately join La Luz level, and it was given up, and another trial has been commenced on the same branch, at the level of San Fernin. It opens in borra, but as bunches of very rich ore were found in the same vein a little below, at the level of Dios nos Guie, it is considered the only trial of any promise which remains in the mine of San Clemente.

SANTA BARBARA MINE.—The cross-cut of this name has continued without discovery, and if, after a little further driving, nothing should be found, I shall be induced, at any rate, to suspend it, till something more encouraging is found in San Crispin. In San Crispin level the cross-cut has cut a lode underlying north, therein different from all we had met before, but it contains no silver. The end of San Carlos west, having continued in the same hopeless character, has this week been abandoned, and the works in this mine are now limited to the above two cross-cuts.

SAN NICOLAS MINE.—The produce by partido has continued very insignificant, but it will now increase again, from the reserves in the roof of San Francisco, and the stopes between that level and La Luz having been surrendered to the buscones. The men working on ores employed in the rise of San Abundio having exhausted all the ore, have been withdrawn, and the only part of the mine now worked in this manner is the bottom of Santo Tomas level, and here there is hardly ore enough to keep them, and it is not unlikely we may ere long have to give it up to the buscones also. The only point which still promises a supply of ore is the west end of San Fernando and the bottoms of this level, since it communicated with the winzes of La Luz, and where the ore is very good, though narrow, and there are chances of its improving, either as the end advances to the west or in the bottoms. The cross-cut from San Fernando level to San Nicolas shaft will be holed in a few days; that of San Abundio is now in a wide, but worthless, lode—evidently not that of Barguena.

DISPUTED GROUND.—The winze of San Abundio continues to employ four pairs of men working on ores, and a fair supply of good ore comes from it, and is likely to continue for the present. The west end of San Francisco has been in a vein half a vara wide of ore of the richest description, but since last week it has narrowed to half that width, and we must hope it will widen again. The west end of La Luz has continued through the month in the same rich ore of half a vara or three-quarters in width, but this week it has become somewhat broken and irregular, and not so promising; we may, however, here also hope for improvement again. The bottom and the roof of this level, since it crossed the line of San Nicolas, contains some good reserves to a small extent.

MALANOCHE MINE.—Tutworks.—The east end of Eugano has been driving since the cross-cut of San Pedro was suspended, but it gives no encouragement, and will probably be again given up. The west end of Dios nos Guie has lost the metallic matter of the vein, and is now reduced to white calcareous spar, similar to what seems to have been cut through in the cross-cut of Santo Cristo, further west at the same level, and is, therefore, very discouraging. Santiago winze, now near the level of San Francisco (but forty varas further west), contains a vein of bronze and blende, with only a trace of silver, showing that the rich ore now in the end of San Francisco does not reach so far. As soon as a little sump is made to collect the water, an end will be commenced to meet that of San Francisco.

SAN FRANCISCO DE PAULA MINE.—In this mine my expectations have been alternately raised and disappointed. The occasional presence of narrow bunches of very rich ore, which it was hoped would prove in connection with each other, have lasted only for a week or two, and then ended in borra. At the present moment, the east end of San Bonifacio and the east end of the 125 vara level are both producing specimens full of native silver and roscillar. There is in the former of these ends a vein of bronze about a quarter of a vara wide, as saying 11 mca., which seems more formal, and a bargain has been put upon it in the rise, which will soon discover its merit. The winze of Buen Suceso has also been resumed, making no less than six tutwork bargains in this mine, so that no chance of discovery is omitted.

VETA BELLA MINE.—The lode has no doubt been cut through in the 150 vara level of San Juan de Rayas, and an end has been driving upon it for three weeks, always in borra, and without a trace of silver. The cross-cut is still continued. The east and west ends of San Bonifacio have also continued driving without improvement.

Statement of the General Results of the Mines and Haciendas in the Zacatecas District—March, 1845.

Mines.	Profit.	Loss.
San Clemente	\$ 5,049 24	\$ 814 74
San Nicolas	—	1,362 14
Malancho	—	1,420 24
Veta Bella	—	2,669 3
San Rafael	—	84 42
Loreto	—	1,212 24
Santa Barbara	—	1,805 74
Disputed ground	—	—
Haciendas	2,493 74	—
Profit	\$7,543 24	\$9,369 64
Loss	—	\$7,543 24
Loss	—	\$1,826 44

REAL DEL MONTE MINING COMPANY.

Mineral del Monte, April 28.—On the Biscaina vein the most promising and productive point is still that of San Henriquez, below the 137 vara level, west of San Cayetano, the produce from which, during the last four weeks, was 1212 quintals of azogue, and 192 quintals of smelting ores. For the last two weeks there has been a little water in the bottom winze, sufficient to prevent the sinking, it is now, however, again subsiding, and I hope next week we shall be able to resume this work. During this time we have been extending the workings in length, and it is satisfactory to observe that the vein has continued productive as far as we have explored, with little variation. At a point sixteen varas east of San Henriquez, we have lately commenced another winze, where the vein contains a branch of rich ore, and promises to turn out well. The San Juan level, west of Dolores, seventeen varas below the 137, has now approached to within about twenty varas of the eastern end of these workings, but contains only spots of ore, but I think it very probable the part of the vein on which San Henriquez is situated, is still north of the level; this, however, will be ascertained in the present month. The water has lately considerably increased in the Santa Teresa, of 216 vara level, west of Dolores, and a diminution has occurred in that flowing from the Santiago level, where we have recently put in launders to carry it over the winze, and I expect in the course of a week or so to see the workings below this level dry, by which twelve additional men may be employed on azogue ores. A most singular circumstance occurred in the Aviadero level, north of Dolores, on the 7th inst., where a large stream of water issuing from the end ceased flowing for a moment, and when again it resumed its course, came out dark and muddy. From that date an increase of water not only occurred here, but also at Terrosos, and continues with little abatement up to this time; what makes it more remarkable is, that this occurrence took place at the moment a severe earthquake was felt in Mexico. At Terrosos the prospects in the deep workings of San Albino, below the Socorro level, are less favourable than they have been for some time

past. The sinking and bottom stopes, east and west of San Lino winze, have been suspended on account of the water, which we found troublesome and expensive to draw by means of a hand pump. The produce of ore from this district has of late been very small. We have lately resumed driving the 245 vara level west, in order to examine the vein under some workings below the Socorro, in that direction, which have been producing some tolerably good azogue ores; but the ground is very hard, and the progress, consequently, slow. We have also resumed driving the Socorro level east, where there is a large piece of untried ground, which appears to me very desirable to explore; but the continuance of this, as well as other important trials, must, in a great measure, depend on circumstances—that is, the returns from other parts of the negotiation. We have lately made great progress in clearing the old adit, west of San Francisco, and I expect we shall soon reach some of the old workings in this direction, which have been described as containing a pretty good abundance of azogue ore.

Santa Ynez.—It will be observed, by the ore report for the last month, that the produce has considerably diminished below that of February; this may be accounted for by stating, that the workings in the back of the adit level, on the best ore ground, were for a time suspended, owing to foul air, and in order to resume the driving of the adit north-west of Carritero; since that time new air-pipes have been placed from Santa Ynez shaft northwards to the workings above described, and twelve barreters are employed breaking ore; and we calculate on getting from this mine, for some time to come, 100 cargas per week. The ores are for the most part dark brown tierras, containing from 12 marcos to 14 marcos per monton.

At Sacramento the produce is still small, amounting to about 50 cargas per week; nevertheless we have lately been driving the bottom, or eighty-one vara level, north and south on the vein; the former has produced some ore of a ley, averaging from 8 marcos to 10 marcos per monton, but in the latter direction the vein is poor. This work will afford the means of making an important trial of this mine, and I trust that circumstances will permit its continuance.

By the ore report, it will be seen that La Luz is at present the most productive of the company's mines, having yielded in the last month 2441 cargas of azogue ores, and 151 of the class for smelting; the former containing per assay an average ley of 14 marcos per monton, and the latter 67 marcos. The quantity of smelting ores, however, is very variable, as will be seen by the following statement for the last four weeks:—5th, 55 cargas; 12th, 82 ditto; 19th, 19 ditto; 26th, 12 ditto; and, although the azogues are pretty constant, yet you will see how difficult it is to estimate the returns, even for one month in advance.

We have lately been making a small trial in a little mine, called Esquilapa, situated to the north of Acosta. The vein is small, but as the ground is easy, and the ore of a good ley, it has hitherto afforded a profitable working. All the ore broken up to this time has been put apart, in order to be beneficiated alone, as it is reported that the silver from this vein contains a high ley of gold.

Rosario.—The produce from this mine for March was considerably less than that of the previous month, owing to a large portion of ore, containing only about seven marcos per monton, being put aside in San Cayetano ore yard, and not entered in the accounts. The mine, however, at this moment is producing a larger quantity of a better class. For the quarter ending 29th March, I expect the returns will not meet the expenditure by about \$1500, in consequence of two instead of four tortas having been washed during that period. A torta of thirty montons was incorporated on the 12th of March, and another of thirty montons on the 27th following; two other tortas are now in the hacienda, which will come into the accounts of the June quarter, and will, I expect, leave a tolerable good profit. The statement of costs and returns for March, shows a profit of \$6800, which is a less amount than I anticipated. For the present month of April, I expect the produce will amount to about forty bars, which, I believe, will meet the expenditure. I beg herewith to inclose you a bill for 30000.

UNITED MEXICAN MINING ASSOCIATION.

Guanajuato, April 25.—Mine of Rayas.—I am concerned to say that no improvement has taken place either in the workings carried on for account of the mine, or in those points worked on joint-account with buscones, since the date of my last letter, whilst the works of investigation afford no particular variations in their general appearance, to allow of any immediate prospects of assistance from them being expected. The end (Santa Cecilia) which may be noticed as the most important undertaking, advances very slowly, owing to the extreme hardness of the lode, and it is remarked, that the ground on each side of the large deposits of ore hitherto found in the mine, is of the same compact formation as that met with in the present position of this working. The general result of operations in the mine for the five weeks ending the 19th inst., as compared with the five previous weeks, will be seen from the following statement:—

5 wks. end.	Picked ores.	Ant. sales.	Outlay.	Excess of Outlay.
March, 15.—	Ca. 1861 10	\$21,923 1 4	\$20,107 3 2	\$1814 1 6
April 19.—	1717 10	12,563 6 4	17,983 5 5	5399 7 1
Ca. 144 0	\$9339 3 0	\$7123 5 5	\$2215 5 3	
Decrease.		Decrease.	Decrease.	Increase.

The sum of \$18,994 5 5 has been received by the association towards the payment of the mine debt, and which is thereby reduced to \$793,982 4 7, subject, however, to reduction on the realisation of the ores actually on hand at the haciendas of Escalera and Barrera.

Quicksilver.—The invoice of the 80 bottles shipped by the Thames steamer is to hand, and its amount, 13900 19s. 10d., passed to the debit of the corresponding account, and it is observed, that other eighty bottles had been purchased, and sent to Southampton for shipment by the Medway steamer—the packet appointed to take out the March mails.

Remittances.—The conductors for Tampico will take its departure hence to-morrow morning, and I send by it \$23,000, with instructions to our agents there to ship \$20,000 intact, to the order of the chairman of the court of directors by the first Royal West India mail steamer.

Mr. Shoobred has, I am most happy to say, arrived in the city of Mexico, and is very soon to be expected here. It is observed that he will put me in possession of the occurrences which took place at a special meeting of proprietors held on the 27th of February, relative to the affairs of Zacatecas, and the arrangement of the future management in Mexico.

G. R. GLENNE.

Extract of a letter from Mr. Shoobred to the secretary in London, dated at the city of Mexico, the 24th April, 1845.

I have the pleasure to state to you, for the information of the Court of Directors, that I arrived at Vera Cruz on the 13th, and reached this city on the 19th inst. I have also to state, that I have already had two interviews with her Majesty's Minister Plenipotentiary, who, I am happy to add, is in possession of the instructions promised by Lord Aberdeen, in respect of the claim on the Mexican Executive, arising out of the San Acasio law suit; and having made him acquainted with the details, he has promised his immediate attention to the matter on the departure of the present packet, or as soon after as I can furnish him with duplicates of my statement and account of claim, addressed to Mr. Doyle, in July, 1843. The original having been sent to the Foreign Office, in London, by the mission here, I have already written to Mr. Glenne to have these required papers prepared by my arrival at Guanajuato, and for which place I shall leave hence to-morrow morning. I have heard nothing of the association's affairs generally from Mr. Glenne, since my arrival, worthy of notice here; but I have desired him to write fully on the subject to the directors, foreseeing that I cannot reach Guanajuato in time to accomplish that object myself by the present packet.

ANGLO-MEXICAN MINING COMPANY.

Guanajuato, April 23.—The mine of Asuncion has lost, at the lowest estimate, upwards of \$20,000 this year, and the produce has fallen to below 100 cargas of ore weekly, of a ley so low that it will not do much more than cover reduction expenses, whilst, on the other hand, the memoria has averaged more than \$1000 weekly. The contra cielo of Varones, on which Mr. Parkman's hopes depended for reviving the prospects of the mine, has disappointed him, as you will observe by his report of the 12th instant; and although that report mentions some improvement in the contra cielo of Buen Suceso, it is not of sufficient importance to lead to the expectation of good and lasting benefit. With such prospects before me, I should certainly have suspended the mine at the commencement of the present week, had not Mr. Parkman so strongly urged and advocated one more trial by buscones. Unwilling to throw away a chance, or to act with precipitation, I have been induced to consent to this trial for four weeks, at the end of which time, if the mine itself fail, to put a stop to our losses, I must do so by suspending operations. In Sirena, the weekly extraction of ore was leaving a weekly loss on the memoria; and expenditure was on the increase, without corresponding prospects of advantage. To avoid a continuance of such losses, and at the same time secure the chance of moderate profit, if such could in any way be realised, I agreed, at the commencement of the present month, to let Mr. Parkman work the mine for his own account, at a low rent of \$10 per week, with the condition that accounts shall be rendered by him at intervals of four weeks; and all profits shown thereby above \$300 shall be divided in such proportion, that the company shall receive a fourth part of the first \$500 of excess, and the half of any further excess. This agreement, which is terminable by either party on a three months' notice, has now been in operation three weeks, and no profits have yet been made; should such continue to be the case, it will be an evident proof that the company could not have continued operations, without continuing also to sustain losses thereby, and my object has been to avoid this at any rate. I shall remit by the present conductors for Tampico, the sum of \$16,000, on account of the extra capital raised in England. I also beg to hand you the enclosed draft for 1642 17s. 5d. on the same account. I shall do my utmost to collect the means of making a further remittance by the next Tampico conductors also; but at the present moment there are no buyers of quicksilver, and the stock in hand of both sellers and consumers is considerable. The mine of Valenciana is now exclusively worked by buscones, and, I fear, to a loss.

Mine Report.—April 12.—As in the past week the work has been in this limited to nine herramientas, of this number six have been employed in the contra cielo of Buen Suceso, and three in Varones. In this last, the experience of the week has materially lessened the hopes I had before entertained, that this labor might change the prospects of the mine; the fact is, that in the last

few days, the ore has very much declined. On the contrary, Buen Suceso has improved, and is actually a fair average labor, although alone and unassisted it is unable to bear the disproportioned weight of the expenses of the mine. The produce for the week is estimated at ninety-two cargas, about eighty of which are from Buen Suceso. I have already, in a previous report, and otherwise recommended the trial of buscones; I am fully aware of the great losses the mine has latterly caused, and cannot shut my eyes to the necessity of a great curtailment of expenses. I certainly think that a new scale of expenses, and the system of buscones, should be tried for a short time, before the absolute suspension of the mine; this is not the only occasion on which we have seen the mine of Asuncion poor in the extreme. In October, 1841, we were working three herramientas by day and night, and a few buscones; the lowest average of memorias was \$366 per week, and the remission of ore in the weeks Nos. 40, 41, and 42, averaged seventy-three cargas. In this state of affairs, buscones were proposed, and tried, and, notwithstanding the extraordinary sales that resulted from the trial, the memoria did not pass the average of \$453 per week, there being included therein some speculative works, as a natural consequence of the favourable change; at this time, I can see nothing to prevent the resort to the same provisional measures. By reducing the salaries to about \$85, the memoria may be kept within \$350 per week, as we are, at present, well supplied with all the leading articles of consumption. In my opinion, this amount cannot fail of being fully covered by the produce, and, as many points will be worked, there is a proportionate chance for some discovery to be made. I would not venture to promise, anything like the brilliant discovery resulting from the previously-recited trial, although it is within the bounds of possibility; yet I cannot see any probability of loss, but even if there is a small loss, will there not be a loss also on the suspension of the mine? and if the proposed plan is not found to work well on one or two months' trial, can it not be abandoned? But my firm conviction is, that, if tried, it will work well, and will not, therefore, be abandoned.

April 19.—The contra cielo of Buen Suceso has employed six herramientas, without any change of importance in the ore. The contra cielo of Varones has employed three herramientas; the ore has declined materially, and the hopes that I had until lately entertained, that this might prove a productive clavo are nearly extinguished. It being decided that the herramientas are to be suspended, a trial is to be made of buscones, agreeable to my earnest recommendation of the previous week.

—PARKMAN.

ALLEN MINING ASSOCIATION.

Estimate of Ore for the month of April, 1845.

Mines.	No. of Men.	No. of Fathoms.	Aver. prod. per fm.	Estim. total quantity of ore.	Per cent.	Copper
Raipas	32	228	37	850	60	5100
United Mines	36	418	12	500	40	2000
Ryper's	16	132	07	90	60	0540
Mancur's	8	88	11	100	60	0600
Quenwig	2	08	25	20	50	0100
Old Mine	—	—	—	300	65	1950
94	874	1860				10290

Mining Report from 18th April to the 8th May, 1845.

Raipas.—The several workings at this mine continue as last reported, except in the shallow level westerly, on the gossan lode, where, having intersected the greywacke formation, and the lode becoming disordered and poor, it was thought advisable to suspend its further prosecution. Instead of this working, we have now resumed the ten fathom level, on the same lode, towards shaft No. 1; the ground is favourable, and contains much gossan and clayey substances, but very little ore; we expect, however, to meet the ore ground in our progress westerly. The lode in the stope under No. 1 has again separated into two parts, on which two separate stopes are now working. The rise above the ten fathom level workings is continued on a small pipe vein of good purple ore; its extent is very limited, and varies from two to three feet to only a few inches; it is now prosecuted towards the surface, but, in consequence of the small extent of ore ground on the back of the lode, the produce from this bargain must, under every circumstance, be very limited. If, on the whole, any change in the prospects of this mine can be noted, it is certainly for the better; but, in consequence of the low quality of the ore, I can, as yet, scarcely venture to call it an improvement.

United Mines.—The stopes on Ward's lode still continue to yield fair returns of ore; in the bottom stope the ore is more compact, and follows the footwall of the lode as a leader about eighteen inches broad; the remainder of the lode, to the breadth of five or six feet, is very poor; a level, which is now commenced, was therefore considered more advantageous for extracting the ore in a pure state, and will, at the same time, explore the lode towards the east. The eastern level, on the new lode in the eighty, as alluded to in my last report, has been suspended, and a stope set in the back of the same level, for the purpose of taking down the ore, and tracing its extent where first discovered. The 100 fathom level is still yielding good dredgy ores; the lode is not rich, but, with proper conveniences for drawing the water and stuff, might be stoned advantageously. By clearing the workings in the present circuitous manner, the expenses on a single bargain, worked by four men, have been from \$57 to \$100 per month, exclusive of materials, whereas, by intersecting the lode with the new perpendicular shaft, the same work would be done for \$25 or \$30 per month, or even for less, in proportion to the greater number of bargains worked. The shaft has been completed, and the pumps put down to the thirty-seven fathom level, and we have therewith already been able to reduce the cost on this single operation upwards of \$50 per month; and a still greater saving would be effected by a direct communication with the 100. A distance of about nine fathoms remains to be sunk in the shaft, and about ten or twelve fathoms to be driven in the level, to form the proposed communication, to complete which a period of about four or five months, with an outlay of \$800 or \$900 will be required. This undertaking is certainly of great importance to the establishment, but, since the orders from your board are so peremptory, we have no other alternative than to suspend it at the end of the month. In the event of these places being hereafter resumed, it will cost as much to clear the water and secure the ground as it will now to complete the proposed work. All the other workings at this mine that are not actually paying the cost of working will be suspended as soon as the respective bargains are finished.

Ryper's.—We are again disappointed in the expectations that were held out last month in the bottom level; the bunch of ore discovered only lasted about two feet in length, when it completely disappeared. The rise from the adit to the south east lode has been communicated, so that we need be under no apprehensions of being troubled with the water when the thaw takes place. The stopes are yielding rather more ore than before, and without any extra work will undoubtedly pay the cost of the mine.

Mancur's.—At this mine there is a very decided improvement in every part; the stope is producing a greater quantity of good gossan ore than at any former time, and the winze, sinking under the level, is on an ore lode, about feet wide. A level, recently set on a new lode, near the surface, at the commencement of the adit, is also giving good returns; and, judging, from present appearances, there is not a single bargain working that is not leaving a profit.

Church.—The lode at this place is poor, but looks more kindly than before; it is not yet cut through, but as soon as the extent, set in the present bargains, is completed, the operations at this mine will be also suspended.

Quenwig.—All the workings have been stopped; they are producing little or no ore. A place or two, under more favourable circumstances, may be found worth resuming in the summer; but, at present, the water and extra charges will amount to much more than the value of the produce.

Old Mine.—We still continue picking over the old stuffs, which have, hitherto, well remunerated our trouble; the spare hands will be employed here until the ore dressing operations commence.

Ore Dressing.—In consequence of the severe weather, and heavy falls of snow we have had since my last report, we are still prevented from commencing the usual operations in this department. There is now as much, if not more, snow on the ground than during the whole winter, and I fear that fourteen days may still elapse before we shall be able to set the machines to work. We are quite prepared for a start when the snow disappears from the ore floors, and the ice thaws in the wheel pits. I fully expect the returns from this branch will, in some measure, compensate for the great falling off during the winter. We have large heaps of halvans prepared against the thaw takes place, and supplies water to the machinery. Preparations have already been made at the several mines for stopping every bargain that is not absolutely paying its way; unless, in some instances, where we can raise a small quantity of fluxes for the smelting-house, until such time as the lawful notice to the workmen is expired. In consequence of some of the tutworks having been carried over two months, and only a portion of the labour passed to their accounts last month, the balance of which paid in the five weeks' abstract for April, will make the "nominal" appear higher than the "actual" earnings, by examining the wages paid the same tutworkmen for the nine weeks in March and April, I presume they will not be found to exceed the average.

S. H. THOMAS.

A lode of sulphate of barytes was last week accidentally cut by some labourers on the property of C. B. Calmady, Esq., near Plymouth.

DISCOVERY OF PURE FIELD SPAR.—It is very rarely that this substance is found in a pure state, so that it can be rendered available, without an admixture of quartz; and when this is the case its value is, of course, greatly enhanced. A vein of it has been hit upon recently, on some property of James Ferguson, Esq., advocate, of this city, at Altens, about three miles south of Aberdeen, in the parish of Nigg, in Kincardineshire. It forms a solid superstratum of rock, extending about 300 yards, and fifteen feet deep; and, as it faces the sea, can be conveniently conveyed, without the trouble and expense of land carriage. It contains 20 per cent. of the material of porcelain when calcined, and is employed in glazing that article; and from the facility of fusing, it cannot fail to be highly useful in the manufacture of glass. A portion has been sent to the Staffordshire Potteries, and there is no doubt that the discovery will prove a profitable one.—Edinburgh Chronicle.

Godolphin Bridge Mine.—S. Jeffry was killed by the falling away of a large piece of white spar rock.

Claydon.—J. Jordan was killed in the Graigola Pit.

OFFERED RAILWAY BILLS IN THE HOUSE OF LORDS.—The Blackburn, Burnley, Accrington, and Colne Extension; the Leeds, Dewsbury, and Manchester; and the Huddersfield and Manchester Railway and Canal bills, will be opposed on the third reading in the House of Lords, but the committees have not yet been named, or the days for the hearing appointed; an order, however, has been made for the appointment of such committees.

IRISH RAILWAY BILLS.—The Select Committee appointed to inquire and report how far the Standing Orders enforced on British companies, might, with advantage, be rescinded in favour of Ireland, have decided that no sufficient ground exists for any alteration of the Standing Orders applicable to Irish bills as distinct from those of England and Scotland.

WEST FLANDERS RAILWAYS.—A prospectus (which will be seen in our advertising columns) has just been issued for the formation of a company for constructing a series of railways in that populous and important province of Belgium, West Flanders, and which lines will be in connection with the state lines—supplying complete railway accommodation to this commercial portion of the kingdom. The whole length of the lines at present contemplated is eighty-nine miles; nearly the whole country consisting of level plains, no costly works of art being required, and but little earthwork, the cost will be extremely moderate.

THE ALTO DOURO RAILWAY.—This proposed line, which is to commence at Oporto, and traverse Portugal in such a direction as hereafter to join the Central of Spain Railway, and thus form a grand trunk through the two kingdoms, will be about 100 miles in length, and will bring into immediate contact with the coast one of the most fertile and prolific countries in Europe. The provisional direction, actuated by a laudable perseverance, are taking the necessary measures for organising the company, and overcoming those difficulties which must unavoidably be encountered in the promotion of foreign railways. Lord Aberdeen has promised his support, and from interviews with the Board of Trade and the Registrar of Companies, they are satisfied that the Registration Act does not apply to this company. It has been stated that the formation of this line is impracticable, or, at least, very difficult, of execution; but, when it is stated that the railway traverses for a great part of its distance the Valley of the Douro—a navigable river—it will be seen that great facilities are by it afforded for its construction; while, in the remaining portions, there are no difficulties of an engineering character but what can be easily overcome. With respect to the prospect of return for the capital invested, it cannot for a moment be doubted that, in a prolific country such as Portugal, an enormous increase must arise in the transport of its various productions, such as wine, brandy, fruit, unions, oils, &c. We have seen that in England, where the means of communication were superior to any in the world besides, on the establishment of railways traffic has been doubled, and in a country densely populated, rich in the choicest productions of Nature, but whose means of conveyance are of the most simple and inadequate description, it is not too much to expect that a very great increase must take place both in the transport of passengers and merchandise, and that the undertaking will not only amply repay the shareholders if carried out, but become of great national advantage, forming, as it will, the great trunk line from which others will branch to all parts of Portugal, and, eventually, in connection with the Central of Spain Railway, be made the great connecting link throughout the two kingdoms. The prospectus will be found in our advertising columns.

SPANISH RAILWAYS.—The statements made by Mr. Harvey (the secretary), at a meeting of the promoters of the Central Spanish Railway, held on Friday, the 6th inst., Captain PLUMBRIDGE, M.P., in the chair, are deserving of particular attention. After a few preliminary observations, he said, it must be obvious to any one acquainted with Spain at present, that it presented a field for English capital, afforded by no other country, and from its fertility and proximity to this country, it was surprising that it had not been employed there before. France, which could only offer the profit of passenger traffic to England, was covered with railways, and English money had flowed in there freely, while in Spain, there were no means of circulating commerce through the provinces, and millions of cattle and valuable produce were of no use, for want of ability to transport them. The people of the kingdom of Spain, being Roman Catholics, required large quantities of fish. The only way to meet this difficulty was, by importing salt fish from abroad. This traffic on the railway, in his opinion, would be larger than that at present between Lisbon and Madrid; and the evils, not excepting those of a political nature, would be cured by the introduction of railways. The Central of Spain Company had been extremely fortunate in obtaining so early a concession of their line, which passed through one of the most splendid districts of Spain, and where no one engineering difficulty would be encountered. It was evident, too, from the approbation of the project, expressed the other day by Senor Orense in the Spanish Chambers, that in Spain it was appreciated. It would, also, become the highway from France to Lisbon, and from India to Lisbon, affording the readiest means of communication with the Spanish colonies and Portuguese dominions. The line from Madrid to Cadiz, recently conceded to Messrs. Lafitte, was, by the promoters themselves, deemed impracticable, and one of the directors had stated to him, that, with the exception of the portion between Cadiz and Cordova, that it would be impossible to construct it. The line from Merida to Seville had been conceded, which placed the Central of Spain Railway in direct communication with Cadiz, constituting, not only the great line from Lisbon to Madrid, but also from Cadiz. The traffic from Madrid to Lisbon and Cadiz, and by the way of Seville, would be, without doubt, most extensive. No doubt existed that the Merida line would be constructed. This extension would confer advantages on the Central of Spain Railway Company, not contemplated at its commencement. They would derive considerable profit from the carriage over their line of the immense deposit of phosphate of lime, recently discovered near the centre of this line. This clear and comprehensive statement was corroborated by Colonel Stopford; and it was agreed to apply to the promoters of the Merida and Seville, and Cordova and Seville lines, for the reservation for the company of a certain number of shares in these undertakings. The meeting then separated.

GOOD NEWS FOR THE SOUTH AUSTRALIAN COMPANY.—Just as we were going to press, we received the gratifying intelligence that several important mineral discoveries had been made upon the South Australian Company's lands at Rapid Bay, and that some fine specimens of lead and copper ores were in the possession of the company's manager. We venture to predict, now that the company have broken the ice, that discovery upon discovery will continue to enhance the value of their upland property, especially if they wisely resolve to encourage research, and to grant mining leases upon fair and equitable terms. After this, the London Board must pluck up courage, as they ought—declare dividends—raise salaries, and "go a-head."—*Adelaide Observer*, Feb. 1.

Current Prices of Stocks, Shares, & Metals.

STOCK EXCHANGE, Saturday morning, Twelve o'clock.

Consols, Money, 100	Russian, 5 per Cents, 118 1/2
ditto, Account, 98 1/2	Spanish, 5 per Cents, 29 1/2
Exchequer Bills, 60 62 1/2	ditto, 3 per Cents, 41 1/2
Belgian, 5 per Cents, 88 1/2	Brazil, 5 per Cents, 88 1/2
Dutch, 4 per Cents, 88 1/2	Chili, 5 per Cents, 98 1/2
ditto, 3 per Cents, 88 1/2	Colombia, 5 per Cents, 15 1/2
Portuguese, 5 per Cents, 67 1/2	Mexican, 5 per Cents, 37 1/2
	Pernu, 6 per Cents, 30 1/2

LEEDS, THURSDAY.—Since we last wrote great wildness has prevailed in our market, in consequence chiefly of the favourable American news. Midlands have been as high as 194 per cent.—they are now quoted at 189. Brightons have been at 72 1/2, and stand now at 70. Great North, four days ago at 35 1/2, may now be had at 25 1/2. Prices generally we expect will be maintained during the summer and autumn months, especially in the event of a propitious harvest; should the season turn out adverse, and money tighten, we still anticipate no material re-action in old stocks, except the general trade of the country declines, and the receipts of the various railways fall off. If a scarcity of money, and diminished traffic occur, we shall see a depreciation in the value of shares; if the former circumstance is unaccompanied by the latter, its effect will be neutralised. New Eastern Counties have advanced nearly 75 per cent. since we last wrote, we quote them at 6 1/2 to-day, they were then at 4 1/2. North British also, to which we then called attention at 20 1/2, have been done since at 27 1/2, and are now at 25 1/2. The decision on the Rugby and Tring, and Oxford, Worcester, and Wolverhampton lines, in favour of the latter, has caused a fall to 10s. in the one, and a rise to 6 1/2 in the other; the decision we expect will benefit Midlands, as they will now have two independent routes to London. Midland and Buxton shares at present prices are cheap, and will repay purchasers at 5 1/2 to 6 1/2. West Ridings are easy at 8 1/2 per share. West Yorks much in the same situation at 11s. dis. Thirsk weak at 90s. pm. Bradfords are very strong at 44s. per share; and Extensions below their value at 25s. per share.

R. B. WATSON & CO.

COAL MARKET, LONDON.

MONDAY.—Prices of coals per ton at the close of the market:—Adair's Main 14 6—Carr's Hartley 17 6—Hastings Hartley 17 6—Holywell Main 16 6—Ord's Redheugh 14—Taylor's West Hartley 17 6—West Hartley 17 6—Wall's End Bell Robson 16 6—Killingworth 17—Bradley's Hutton 18 9—East Hutton 17 3—Lambton 18 9—Hartlepool 18 9—Kellie 18—Brown's Deansy 18—Seymour Toss 18—South Durham 17 6—Lancashire 31—New Walker 18—Old Pontop 15—Ships arrived, 23.

WEDNESDAY.—Charlotte Main 17—Holywell Main 16 6—Old Pontop 15—Taylor's West Hartley 17 6—Wall's End Bell Robson 16 6—Ord's Redheugh 14—Adair's Main 14 6—Deansy's Primrose 14 6—Holywell Main 16 6—Original Tansfield 15 6—Old Pontop 15—West Hartley 17 6—West Wylam 15 6—Wall's End Bell Robson 16 6—Bradley's Hutton 18 9—Lambton 18 9—Russell's Hutton 18 9—Kellie 18 9—Brown's Deansy 18 6—Gordon 16 6—Lewis's Merthyr 21 3—Ships arrived, 30.

COPPER ORES

Sampled May 21, and sold at Tyack's Hotel, Camborne, June 5.

Mines.	Tons.	Price.	Mines.	Tons.	Price.
East Wh. Croft	117	£5 0 0	Dolcoath	33	£4 18 0
Longclose	10	3 13 0	South Wh. Basset	38	3 18 0
ditto	97	6 8 0	ditto	79	4 15 0
ditto	96	6 6 0	ditto	74	4 19 0
ditto	71	2 11 6	ditto	53	5 9 0
ditto	58	5 9 0	ditto	52	10 15 0
Longclose	80	6 8 6	ditto	11	7 5 6
ditto	53	1 16 0	Far Consols	86	5 9 0
Tincroft	105	4 16 6	South Wh. Basset	80	5 2 0
ditto	83	4 19 0	ditto	74	6 14 0
ditto	77	5 11 6	West Wh. Jewel	87	5 7 6
ditto	69	4 14 0	ditto	60	3 8 6
ditto	61	5 11 6	ditto	56	4 4 0
ditto	60	2 18 0	Fowey Consols	103	5 3 0
ditto	47	2 3 6	ditto	97	2 17 6
Par Consols	105	4 16 6	ditto	96	6 6 6
Camborne Vein	102	5 10 0	East Pool	66	6 6 6
ditto	81	4 11 0	ditto	30	6 10 0
ditto	69	6 9 6	ditto	34	8 8 6
ditto	58	6 8 6	Trevelyan	76	8 12 6
ditto	53	3 9 0	ditto	41	7 1 6
ditto	47	1 18 6	Barrier	44	4 12 0
Stray Park	50	8 1 0	ditto	46	7 11 6
ditto	12	2 0 6	Wh. Trevelyan	73	5 10 0
Dolcoath	69	4 8 0	Godolphin	51	6 4 6
ditto	62	5 16 0	ditto	37	17 17 0
ditto	61	1 14 0	Tretol	56	5 7 6
ditto	69	9 1 0	South Roake	52	6 5 6
ditto	43	1 18 0	Condurow	25	4 5 6
ditto	34	6 0 0			

Mines.	Tons.	Price.	Mines.	Tons.	Price.
East Wh. Croft	680	£369 11 0	East Pool	200	£269 6 6
Longclose	530	258 4 0	Trevelyan	117	945 11 6
Tincroft	530	258 4 0	Barrier	110	642 17 0
Camborne Vein	472	2310 7 0	Wh. Trevelyan	79	410 16 0
Stray Park	361	1748 5 0	Godolphin	78	799 8 0
Dolcoath	353	1955 16 0	Tretol	56	301 0 0
South Wh. Basset	353	1955 16 0	Tretol	56	301 0 0
Par Consols	303	1515 6 0	South Roake	52	326 0 0
West Wh. Jewel	303	1515 6 0	Condurow	25	106 6 0

Average standard, 111 1/2. Average produce, 74. Average price per ton, 5s. 6d. Quantity of ore, 3735 tons. Quantity of fine copper, 271 tons 16 cwt.—Amount of money, 19,899 1s. 0d.—Average standard of last sale, 106 1/2. Average produce ditto, 74.

Companies by whom the ores were purchased.	Tons.	Amount.
Mines Royal Company	1074 1/2	£1846 8 0
English Copper Company	1074 1/2	5036 11 8
Vivian and Sons	366 1/2	1596 12 6
Freeman and Co.	420	2948 12 8
Grenfell and Sons	734 1/2	4462 8 8
Stans, Williams, Nevill, Druce, and Co.	517 1/2	3592 8 11
Williams, Foster, and Co.	330	2116 9 0
Total	3735	£19,899 1s. 0d.

Copper ores for sale on Thursday next, at Andrew's Hotel, Redruth.—Mines and Parcels.—Wheat Prospector 657—Carn Brea Mines 643—United Hills 290—Wheat Providence 255—Trenow Consols 334—Fowey Consols 213—Wheat Brewer 197—Wheat Virgin 120—Wheat Bay 116—Wheat West Treasury 17—Wheat Alice 230—Wheat Rodney 19—Herland 17—Wheat Treasury 17—Wheat Gill 4—Total, 2617 tons.

Copper ores for sale on Thursday week, at Andrew's Hotel, Redruth.—Mines and Parcels.—Wheat Maria 1134—West Candor 385—Par Consols 226—Trevelyan 273—Fowey Consols 203—Holmbush 194—Bedford United Mines 109—Wheat Goriand 63—Total, 2649 tons.

COPPER ORES

Sampled on the 14th of May, and sold, on the 4th June, at Swansea.

Mines.	Tons.	Prod.	Stand.	Price.	Mines.	Tons.	Prod.	Stand.	Price.
Knockmahon	114	71	1032	£5 17 0	Cronebane	76	84	1004	£5 8 6
ditto	103	84	992	6 7 0	ditto	50	52	114	4 6 0
ditto	102	84	1004	6 8 0	ditto	41	121	922	5 0 0
ditto	84	84	1006	6 8 0	ditto	40	52	1154	4 6 0
ditto	79	72	1011	5 12 0	ditto	30	81	992	6 2 0
ditto	68	124	951	9 16 0	ditto	4	51	1084	4 2 6
ditto	67	34	122	2 6 0	Ballymurtagh	88	44	1232	2 17 0
ditto	58	11	97	8 9 0	ditto	81	61	1094	4 17 6
ditto	57	34	123	2 6 0	ditto	45	44	1212	3 1 6
ditto	103	121	1004	9 1 6	ditto	13	41	1204	3 1 6
Santiago	115	171	871	13 2 6	Chill	54	50	854	4 14 6
ditto	105	171	861	13 4 6	ditto	40	49	85	39 11 6
ditto	100	172	861	12 14 6	ditto	35	49	844	39 14 6
ditto	95	172	861	12 14 6	ditto	56	31	861	25 2 6
Cobre	106	122	901	9 6 0	Copialo	100	24	90	19 15 6
ditto	105	122	911	9 4 0	ditto	80	34	891	19 13 0
ditto	103	121	901	9 1 6	Tigrony	38	71	1074	5 8 0
ditto	100	121	901	9 1 6	ditto	16	41	119	3 8 0
S. Jose in Cobre	80	124	891	9 1 0	Lackamore	25	31	97	10 7 0
ditto	77	18	861	13 6 0	Concorree	25	31	1294	2 9 0
ditto	76	124	901	8 17 0	Vine Slag	11	34	128	1 15 0
ditto	72	182	871	14 4 0	ditto	7	41	1094	3 1 6
ditto	67	12	914	8 14 0	Antonia	3	41	1104	3 3 0
Bearhaven	132	101	1004	9 1 6	ditto	2	41	1104	3 3 0
ditto	97	11	98	10 6 0	ditto	1	71	994	5 0 0
ditto	75	104	1014	8 2 6					

TOTAL PRODUCE.									
Knockmahon.....	776.....	£473 10 0	0	Chill.....	185.....	£6579 10 6	6		
Freeman and Co.....	5379 7 6			Copialo.....	180.....	£549 10 6	10		
P. Grenfell and 2922.....	414.....	3794 0 0	0	Tigrony.....	29.....	£259 12 0	0		
S. Jose in Cobre.....	372.....	4096 0 0	0	Lackamore.....	25.....	£300 3 0	3		
Bearhaven.....	244.....	2421 9 0	9	Concorree.....	25.....	£61 5 0	5		
Cromane.....	103.....	103 9 0	9	Vine Slag.....	18.....	£40 15 6	6		
Ballymurtagh.....	222.....	825 6 0	6	Antonia.....	3.....	£20 15 0	0		
Total tons. 3236.—Total amount. £33,191 9s. 6d.									

Total tons, 3236.—Total amount, £33,191 9s. 6d.

Copper ores for sale June 18.—Cobre 104—99—97—92—Bearhaven 125—123—100—75—Ballymurtagh 88—44—42—35—10—Copialo 71—70—69—Cronebane 86—Tigrony 38—Bacurao 43—Davies's ore 70—Dhuroe 35—15—Montacute 34—7—Dublin Slag 38—Molland 9—8—Total, 1948 tons.

BLACK TIN

Sold, on the 26th June, 1845, at Truro.

Mines.	Tons.	Price.	Mines.	Tons.	Price.
Wheat Prospector	117	£5 0 0	De Tasset and Co.	45	0 0 0
ditto	0 18	50 0 0	Boiltoth and Co.	48	0 0 0
ditto	0 18	53 10 0	De Tasset and Co.	327	0 0 0
ditto	0 6	34 10 0	ditto	22	0 0 0
ditto	0 9	50 15 0	ditto	22	0 0 0
ditto	0 15	52 10 0	ditto	39	7 6 0
ditto	0 12	50 15 0	ditto	81	4 0 0
ditto	0 12	50 15 0	ditto	9	19 0 0
ditto	0 12	50 15 0	ditto	9	19 0 0

Total, 15 tons 9 cwt.—Total amount, 766 15s. 9d.

LATEST CURRENT PRICES OF METALS.

LONDON, JUNE 7, 1845.

Metals.	Price.	Metals.	Price.
Iron—Wales..ton	7 10s 8d	Tin—Com. Blocksp..cert.	0 0 4 10 0
..London	0 8 15 0	..bars	0 0 4 10 0
..Bristol	0 8 15 0	Refined	0 0 4 15 0
..Strait	0 8 15 0	..Bancas	0 0 4 15 0
..Nail rods	0 8 15 0	..Bancas	0 0 4 15 0
..Hoop(Std)	11 12 0	Tin Plates—Ch., 1C4, box	1 15 1 16 0
..Bars	10 8 10 0	..IX	2 1 2 2 0
..Scott pig, Clyde	0 8 3 0	..IX	1 14 1 15 0
..Russian, CND.C.	0 0 15 0	..Lead—Sheet	0 0 15 0
..PSI	0 0 15 0	..Fig. common	15 15 19 0
..Gourier	0 0 15 0	..Spanish, in bd.	0 0 0 0 0
..Anchorage	0 0 15 0	..American	0 0 0 0 0
..Swedish, for arriv.	12 10 12 0	..SPELTER (Coke)	22 15 23 0
..on the spot	0 0 17 0	..Zinc—(Sheet)	0 0 30 0
..Steel, figt.	0 0 17 0	..QUICKSILVER	0 0 0 4 6
..kogs	15 15 16 0		
..Copper—Tyle	0 0 85 0		
..Best selected	0 0 85 0		
..Ordinary sheets	0 0 0 9 2		
..bottoms	0 0 0 10 2		

REMARKS.—The iron market continues dull. In Scotch pig several large purchases have been made at 34.—No sales of importance in steel have taken place for some time past.—Copper continues in good demand, prices firm, and makers have orders on hand, which will occupy them two or three months; a further rise is expected.—Tin is in fair demand, and stocks low; in Straits and Banca the prices are firm, but not much doing.—For tin plates the demand is very limited.—Lead continues brisk, and the quotations are firmly maintained.—There is not much doing in spelter, but the price is firm.

IRON TRADE.—The price of iron recedes in consequence of the great uncertainty and contrary and much-disputed estimates of the quantity to be called on for the supply of the railway system for the present year. Contracts could be taken lower,

The Mining Journal.

No. 511.]

ENLARGED SHEET.

[JUNE 7.

WEST FLANDERS RAILWAYS COMPANY.

Capital 21,000,000 £., or £840,000, in 42,000 shares of 500 £., or £20, each.

DIRECTORS.
William Parry Richards, President.
William Goodenough Hayter, M.P., Vice-President.
The Right Honourable Sir Edward Ryan.
John Peter Fearon.
Lewis Cubitt.
W. D. Chantrell, DIRECTOR-GENERAL IN BELGIUM.
ENGINEERS.
George Stephenson, Esq. Robert Stephenson, Esq.
SECRETARY.—William Jones, Esq.
BANKERS.
Messrs. Glyn, Harcourt, Mills, and Co., London.
La Société Générale, Brussels.

These railways will traverse in various directions the district of West Flanders, one of the nine provinces of Belgium, and, in connection with the state lines, will supply accommodation by railway to that rich and populous portion of the kingdom.

The province is about forty-five miles in length from north to south, and forty miles in breadth. The superficial area is 129 square leagues, or 523,449 hectares, equal to about 1283 square miles, or 809,240 acres, being about one-eighth of the entire area of Belgium. The population in 1831 was 603,214; in 1843 it was 656,604; and, in December, 1845, 659,970—being about one-sixth of the whole population of the kingdom.

The sea coast forms its north-western boundary; and within this line of coast are comprised the Belgian ports that are nearest to England. France forms its boundary on the south frontier; and the great northern line of France, through Lille to Calais and Dunkirk, already partially executed, and which will very shortly be opened, will, by its branches, or main line, connect West Flanders with the towns, the northern seaports, and capital of that kingdom.

The railways consist of two main lines—1st. From Bruges to Courtrai, Ypres, and Poperinghe, passing by Thourout, Roulers, and Menin, and forming at Courtrai a junction with the state line from Ghent to Lille, and to Tournay. 2d. From Furnes through the centre of West Flanders to Thielt, and from thence either to Deynse, there to join the state line to Ghent and Brussels, or to Aelste, to join the state line from Bruges to Ghent, from whence a direct line is nearly complete to Antwerp.

These points of detail will, under the terms of the convention and law, be settled with the Belgian Government. It is to be understood as one of the conditions on which this undertaking is based, that the subscribers confide to the directors full powers for making such arrangements with the Government, and otherwise in relation to the line, and any alterations or modifications of it, or of the terms of the grant and otherwise, as the directors may think advisable. The lines proposed are, therefore, continuations of the state lines, and, by junctions with the latter, will afford the means of obtaining an immediate traffic upon every portion successively executed and opened.

The entire length of the lines now proposed to be constructed is eighty-nine miles. The country is unusually favourable for undertakings of this description; it consists almost without exception of level and extensive plains. The earthworks will be light, few works of art are required, nor are any costly contingencies to be anticipated.

The whole province has been examined, first by the Government engineers for the purposes of the state (it having been the intention of the Government, until the principle of substituting individual enterprise for the intervention of the state had been adopted by the Chambers, to have continued the state railways through this district), and, subsequently, by an eminent English engineer, sent over for that purpose by the promoters of this undertaking; and the whole cost required for the completion of the lines, including stations, locomotives, and working plant of every description ready for the opening, and comprising the cost of management, interest upon the instalments, and every other payment, has been estimated at a sum which will be within the amount of the proposed capital. This important province consists generally of rich land in the highest state of cultivation; and flax, tobacco, and hops, are grown largely in addition to the more usual agricultural products.

Its population is numerous, industrious, and wealthy; its manufactures are abundant and rapidly increasing. The towns and villages are closely united with each other, there being in West Flanders fifteen large towns, and not less than 230 smaller towns or large villages.

The province is divided into eight arrondissements, through one of which, Ostend, the state railway passes; the other seven, taken in their relative order as regards population, are—

Courtrai.....	130,275 inhabitants.
Roulers.....	69,696 "
Ypres.....	65,445 "
Thielt.....	62,070 "
Bruges.....	61,812 "
Dixmude.....	44,023 "
Furnes.....	33,423 "
Fifteen chief towns not included.....	182,816 "
Total.....	629,480 inhabitants.

The lines of railway, as ratified by the Chambers, pass through each of these districts, placing them in direct communication with the largest towns and with each other. The united population of these arrondissements, as above, is 629,480, being 21 parts out of 22 of the entire population of the province.

As regards the accommodation of the numerous and important towns in the province, an inspection of the map will show how completely this object is accomplished. The principal towns are as follows:—

Bruges.....	containing 49,383 inhabitants.
Courtrai.....	19,829 "
Ypres.....	17,322 "
Thielt.....	12,712 "
Poperinghe.....	12,437 "
Roulers.....	10,200 "
Ipsghem.....	8,897 "
Thourout.....	8,436 "
Menin.....	8,161 "
Werwick.....	5,711 "
Furnes.....	4,757 "
Dixmude.....	3,614 "
Ostend.....	14,049 "
Nieuport.....	3,216 "
Warrington.....	5,960 "
Total.....	189,816 inhabitants.

The whole of the preceding towns, marked with two asterisks, are situated on the line from Bruges to Courtrai, Ypres, and Poperinghe; those with one asterisk are on the line from Furnes to Dixmude and Thielt. Of the other three towns, Ostend is already connected with Bruges by the state line. The other two are distant respectively four and nine miles from the West Flanders Railway, which will thus accomplish railway communication for the whole of the towns, with the capital of the province, and with each other, 17-18ths of the town population being upon the lines of the railway.

As compared with Kent, West Flanders contains 1283 square miles, Kent, 1537; but the population of West Flanders is 659,270—that of Kent 548,337. In West Flanders, therefore, there are 526 inhabitants to a square mile, in Kent 352. Staffordshire comprises 1184 square miles, with a population of 510,306—being 431 inhabitants to a square mile; Warwickshire contains 1494 square miles, with a population of 409,121 inhabitants—being 449 per square mile. It will be seen, therefore, that, by the construction of eighty-nine miles of remarkably cheap railway, a population is served exceeding in gross amount that of Staffordshire, Warwickshire, or Kent, and superior in density to that of either of those counties. The district teems with the elements of abundant traffic in passengers, goods, merchandise, manufactures, and produce of every description.

The anticipated traffic has been worked out with that minuteness of detail which Belgian statistics so readily afford, and the result is, that, after allowing 40 per cent. for working expenses, a clear net income is shown of 94 per cent. which, however, it is believed, will be considerably increased when the present lines of railroad now in progress in the districts immediately adjoining have been completed; and when the communications from Calais and Boulogne have made (as they necessarily must) a considerable portion of these lines the nearest and most direct road from England to Brussels, Antwerp, and the north of Germany.

The lines are by the convention with the Belgian Government, required to be completed within the term of three years; but the directors believe that valuable portions of them may be reasonably expected to be opened within the ensuing year, and the remainder much within the period fixed by the Government for their completion.

The general management of the line, and of the affairs connected with it, will be under the control of the directors. They have secured the services of a most able and efficient director-general in Belgium (Mr. Chantrell), who will have an immediate interest in maintaining the strictest economy in the management and in the general prosperity of the concern. Mr. Chantrell has been the chief manager of the traffic for the Belgian Government on the state lines from 1840; this appointment he proposes to relinquish, and to devote himself exclusively and at once to the purposes of this undertaking.

The concessionaires having deposited the caution money, and complied with all the other necessary conditions, have become, by an Act of the Belgian Legislature, and by a definitive convention subsequently signed, the grantees and absolute owners of these lines for a term of ninety years, dated from the completion of the lines, without any power of redemption by the state, and free for the whole term from all rates, taxes, or charges, of whatsoever description, local or national.

This grant, and all the benefits arising from it, they transfer to the company, subject to the reservations in favour of the fundators, after mentioned.

They have, moreover, constituted under the Belgian law a Société Anonyme, with statutes, duly legalised, under which they have power to issue shares. This power they now propose to exercise. The Act being passed, the convention signed, and the company duly constituted, the undertaking is brought forward in an unusually complete state.

It is proposed as a Société Anonyme, and subject to the conditions of the statutes and Acts de Société, to raise the sum of 21,000,000 francs (£840,000) by 42,000 shares of 500 francs (£20) each, on which a deposit of £2 per share will be payable on allotment, a further payment of £2 per share will be required, within not less than sixty days from the day fixed for payment of the deposit, and the remainder in instalments, not exceeding £2 per share, at intervals of not less than two months; twenty-one days notice will be given of each call. A number of shares, not exceeding 10,000, will be allotted amongst such of the proprietors in the Sambre and Meuse Railway Company, as shall claim to receive them, in conformity with the notice given to the directors of that company, under the terms therein specified.

An accountable receipt will be given to each subscriber to the West Flanders Lines, on payment of his deposit, which receipt must be exchanged for a certificate, at the office of the company in London, within twenty-one days after the date fixed for the payment. The non-compliance with this condition will subject the subscriber to the forfeiture of his deposit, and of all interest in the concern.

Notice of calls will be given by advertisement in the London Gazette, in two daily morning London newspapers, and in the Belgian Moniteur, and two Brussels newspapers; if any call shall remain unpaid after the day named, interest after the rate of 5 per cent. per annum will be charged thereon, and if it shall remain unpaid for the space of one month, the share and all interest in the undertaking thereby represented, shall become absolutely forfeited.

After three-tenths (£6) shall have been paid up, the shares may be made payable to bearer, and the holders will be entitled, on demand, to receive certificates, payable to bearer, which will pass without transfer, like Exchequer Bills. Until the payment of the three-tenths, the shares are transferable in the ordinary manner, the only restriction

being, that until the shares shall be fully paid up, they shall not be quoted on the Exchange of Antwerp or Brussels.

The amount of the several instalments paid up will, from their respective times of payment until the line shall be opened, bear interest at 3 per cent. per annum.

The possession of a subscription for one or more shares carries with it and implies an adhesion to the statutes and regulations of the company, and all rights and obligations attached to the share. The profits of the undertaking, after the opening of the line, will be appropriated as follows:—after payment of 5 per cent. per annum to the shareholders, and reserve of 5 per cent. on such 5 per cent. for a reserved fund, the surplus will be thus divided—viz., sixteen-twentieths (less 5 per cent. to be added to the reserved fund) to the shareholders, and four-twentieths (less 5 per cent., to be also added to the reserved fund) to the fundators. This reserved fund may be appropriated according to the statutes, either for the benefit of the proprietors, or for the unforeseen wants of the undertaking. In addition to the above, the fundators, by way of reimbursement for the expenses, liabilities, and payments already incurred, reserve to themselves a commission of 3 per cent. upon the capital.

During the construction of the railway, the allowance to the directors is fixed at £1500 per annum, and after the completion of it, such annual sum will be appropriated for their remuneration as the shareholders at a general meeting shall direct.

Applications for shares to be made to the directors, at the office, No. 11, King William-street, Mansion-house, on and after Monday, the 9th of June.

London, June, 1845.

LETTER OF APPLICATION.

To the Directors of the West Flanders Railways Company.
Gentlemen,—I request that you will insert my name as a subscriber for shares of 500 francs (20 £.) each, upon the terms and conditions of the prospectus of June, 1845, and the Act de Société, and statutes regulating the company, and I hereby undertake to accept the same, or any less number you may allow me, to pay the deposit, and sign all required deeds when I shall be called upon to do so, and to conform to the statutes and regulations of the company.

I am, gentlemen, your obedient servant,
Names at full length.....
Description.....
Residence.....
Reference.....
Date..... June, 1845.

SOUTH MIDLAND, OR NORTHAMPTON AND LEICESTER RAILWAY.

REGISTERED PROVISIONALLY.

Capital £1,000,000, in 50,000 £20 shares.—Deposit £1 2s. per share.

PROVISIONAL COMMITTEE.

The Most Noble the Marquis of Northampton
The Right Hon. Lord Duncannon, M.P. } Provisional directors of Manchester, Dux-
William Pole Thornhill, Esq. } ton, Matlock, and Midlands Railway.

The Hon. William Cowper, M.P.
Ralph Currie, Esq. M.P. } For Northampton.

Right Hon. R. Vernon Smith, M.P.
Hon. C. Pelham Villiers, M.P.
Charles Barry Baldwin, Esq. M.P.
Henry Tufnell, Esq. M.P.

Lieut.-General Sir John Wilson, K.C.B., Bolton-street, Piccadilly
Sir Gregory A. Lewin, Q.C., Recorder of Doncaster
Charles Henry Anderson, Esq., Upper Clapton
Josh. Adnett, corn merchant, Northampton

W. F. Andrew, Esq., H.E.I.C.S., Grosvenor-street, Grosvenor-square
Robert Carr Andrew, Esq., Brixworth
Edward H. Barwell, Esq., Mayor of Northampton

Rev. Thomas Wotton Barlow, Rector of Little Bowden
George Baker, Esq., Northampton
James Beech, Esq., Grosvenor-place, London, and Brandon Lodge, Warwickshire

Cecil Brook Boothby, Esq., Ashburn Hall, Derbyshire
William Spott Boyd, Esq., Cleveland-row
Thomas Bramall, Esq., Tanworth

George Buxton, Esq., Northampton
Geo. Capron, Esq., Southwick Hall, and Stoke Doyle, Northamptonshire, and
New Burlington-street

Robert Walter Carden, Esq., director of the Direct Northern Railway (Lincoln to York)

Chas. E. Colman, Esq., Downe's Wharf, and Lombard-street
Edward Cotton, Esq., Kenilworth, and Pall-mall
Cecil Cousins, a Director of the Gt. Eastern and Doncaster Railway

Richard Davis, Esq., St. Helen's-place
Charles Downes, Esq., Warwick-street, Charing-cross
John Freeman, Esq., Northampton

W. S. Fitzwilliam, Esq., Broad-street, London
Benjamin Smart Fowler, Esq., director of Lynn and Ely, and Ely and Bedford Railways

Major-General Greenstreet, Northampton
Thomas Hagger, Esq., Northampton
Edward Hall, Esq., Westbank House, Macclesfield

Arthur Haymes, Esq., Glenn, Leicestershire
Thomas Barnard Hewlett, manufacturer, Northampton
William Higgins, corn merchant, Northampton

Joseph Knight, Esq., Leicester, director of the Churnet Valley Railway
John Lawrie, Esq., Charles-street, St. James's-square, a director of the London and Croydon Railway

John Marshall, Esq., Northampton
Francis Parker, manufacturer, Northampton
John Parkinson, F.R.S., Cambridge-terrace, Hyde-park

John Percival, Esq., Woodlands, Isle of Wight
Samuel Percival, Esq., banker, Northampton
John Phipps, Esq., Northampton

William Porter, Esq., Alderman of Northampton
George Lawton, Esq., George-street, Hanover-square
Donald Mackay, Esq., jun., Fenchurch-street, and Porchester-terrace, Hyde-park

George Osborn, Esq., Northampton
Geo. Alex. Peppercorn, Esq., St. Neot's, Huntingdonshire
Samuel Rohde, Esq., Somers-street, Hyde-park

Samuel Rowland, Esq., the Mount, Harrow
Patrick Stewart, Esq., York-terrace, Regent-park
Henry Lenton Stockburn, Esq., Northampton

Thomas Sharp, Esq., Northampton
Henry Lewis Smale, Esq., a director of the South-Eastern Railway
Nathl. Stone, Esq., Howley-fields, Leicester

Anthony Morris Storer, Esq., Purley-park, Berks
W. Gordon Thomson, Esq., Halford House, Sandbury
John Brocke Wellbank, Esq., St. John's Wood

Samuel Walker, Esq., Alderman of Northampton
Rev. Charles Frederick Watkins, Vicar of Brixworth
Major White, Pall-mall, a director of the Dublin, Belfast, and Coleraine Railway

Henry Billington Whitworth, Esq., Northampton
W. Williams, Esq., Northampton
Thomas Short Wright, Esq., Northampton

Joseph Wykes, manufacturer, Northampton

LOCAL AGENTS.

Messrs. N. Stevens and Fearon, 1, Gray's Inn-square, London; Thomas Brooke Bridges Stevens, Tamworth.

PARLIAMENTARY AGENTS.—Messrs. G. and T. Webster, Gt. George-st., Westminster.

ENGINEERS.—Francis Giles, Esq., C.E.

BANKERS.—Messrs. Curries and Co., Cornhill; Union Bank, Northampton.

SECRETARY.—George Newton Browne, Esq.

LOCAL AGENTS.

Northampton, Thomas Scriven, solicitor; John Henman, Town Clerk.—Leicester, Wm. Gregory, solicitor.—Market Harborough, William Andrews, solicitor.

The proposed line, commencing at the London and Birmingham Railway, near Northampton, will proceed by Market Harborough to the Midlands Counties line, near Leicester, with a short branch to the Leicester and Swannington Railway—effecting a very considerable saving, both of distance and time, between London and Leicester, Nottingham, Derby, Sheffield, Leeds, and the north of England; opening the coal and mineral region of Leicestershire and Derbyshire to the agricultural district around Market Harborough and Northampton, and forming, in connection with the Sheffield and Chesterfield, and Erewash Valley Railways, the shortest line that can be made to Sheffield; and with the proposed Manchester, Buxton, Matlock, and Midlands Railways, the shortest practicable route to Manchester.

This line also remedies the inconvenience experienced from the want of immediate connection between the Leicester and Swannington, and Midlands Railways; and will, by materially reducing the charge for carriage, enable a much larger quantity of coal to be sent from the Swannington and Whitwick coal-fields, and from the Clay Cross district to the interior of the adjoining counties and to the metropolis.

For further particulars the public is referred to the prospectus, which may be obtained at the solicitors, 1, Gray's Inn-square, and 24, Moorgate-street, London; or at Tamworth; and of Messrs. Carden and Whitehead, Threadneedle-street, London; J. Greaves, Liverpool; and Cardwell and Sons, Manchester—to whom applications for shares, accompanied by a reference to some banker or member of the provisional committee, are to be made.

APPLICATION FOR SHARES.

Gentlemen,—I am desirous of subscribing for shares in this undertaking, and I hereby agree to pay the deposit on so many of such shares as may be allotted me, and to sign the Parliamentary contract and subscribers' agreement when required.

I am, gentlemen, yours, &c.,
Name in full.....
Name in trade.....
Residence.....
Reference.....
Date.....

To the Provisional Committee of the South Midland, or Northampton and Leicester Railway Company.

OFFICE FOR PATENTS, 7, STAPLE INN, HOLBORN.

J. MURDOCH (successor and late assistant to Mr. Hebert) informs INVENTORS and PATENTEES, that at his OFFICE they can obtain

REFERENCE TO A CLASSIFIED LIST OF PATENTS,

THE ONLY ONE EXTANT, which shows at one view all the Patents ever granted for any particular object, whereby they may save much trouble and expense, and procure information not otherwise obtainable. BRITISH and FOREIGN PATENTS OBTAINED, and USEFUL and ORNAMENTAL DESIGNS REGISTERED.

SPECIFICATIONS carefully prepared, and REPORTS of ENROLLED SPECIFICATIONS furnished on moderate terms.

FINISHED and WORKING DRAWINGS executed with accuracy and despatch.

GREAT EASTERN AND WESTERN RAILWAY FROM YARMOUTH TO SWANSEA.

Provisionally registered pursuant to 7 and 8 Victoria, cap. 110.

Capital £3,500,000, in 70,000 shares of £50 each.—Deposit £2 10s. per share.

PROVISIONAL COMMITTEE.

Perry Williams, Esq. Penpont, Lord Lieutenant of the County of Brecon
Sir John E. de Beauvoir, Bart. Director of the Manchester and Birmingham

Continuation and Welsh Junction Railway
Henry George Ward, Esq. M.F. Director of the Eastern Counties Railway
David Robert Ross, Esq. M.F. Belfast

William Hughes Hughes, Esq. Alderman, F.R.S., &c.
Thomas Farncomb, Esq. Alderman, Director of the Namur and Liege Railway
Richard Ashton, Esq. White Lion-court, Cornhill

William G. Beare, Esq. Porchester-place, London, Director of the Worcester, Shrewsbury, and Crewe Union Railway
Joseph Beaumont, Esq. The Pump, Abergeyny, and Cwm Celyn Iron-Works

Thomas Henry Black, Esq. Limehouse
John Blunt, Esq. Upper Bedford-place, Director of the London Docks
Tom L. Brewer, Esq. Coalbrook Vale Iron Company

Thomas Brown, Esq. Ebbw Vale and Sirhowy Iron Company
William Henry Buckland, Esq. Cadixton House, Vale of Neath
Andrew Caldecott, Esq. Russell-square

James Clay, Esq. Brompton, Director of the Wolverhampton, Shrewsbury, and Birmingham Railway, and Whitehaven and Furness Railway
Henry Cornfoot, Esq. Cophall-court, and Old Palace, Richmond

Frederick Levick, Esq. for Messrs. Crutwell, Allies, and Co., Cwm Celyn and Blaenau Iron-Works
James Parker Deane, Esq. D.C.L., Porchester-terrace, Bayswater

Thomas Dowglass, Esq. Marlborough-place, St. John's Wood
David Evans, Esq. banker, Merthyr Tydfil
John Evans, Esq. banker, Brecon

William Fynden, Esq. Hanover-terrace, Regent's-park
Rowland Fothergill, Esq. Aberdare Iron-Works, Glamorgan
Algernon W. B. Greville, Esq. Cambridge-terrace, Hyde-park

Richard Heavisdale, Esq. Brighton
J. C. Hill, Esq. Fwiddow Colliery, Blaenavon
Samuel Homfray, Esq. Tredgar Iron-Works, Monmouthshire

Jonathan Hopkinson, Esq. Fenchurch-street, Director of the Great Northern of France Railway
James James, Esq. Swansea

Thomas Jevons, Esq. Liverpool, and Vennall Iron-Works, and Blaengwrach, Vennall, and Forthgloch Collieries
John Johnson, Esq. Great Winchester-street

John Knill, Esq. London Bridge-wharf, Director of the Worcester, Shrewsbury, and Crewe Union Railway
Arthur Mann, Esq. Woburn-square, and Denver-hall, Norfolk

John Maund, Esq. Tynawr, near Abergeyny, and Blain Dir Coal-Works
Henry Brooks Marriott, Esq. Vale of Neath Brewery
William Morgan, Esq. Tay Dee Park, Abergeyny

George Parbury, Esq. Russell-square, Director of the Manchester and Birmingham Continuation and Welsh Junction Railway
Joseph Rusher, Esq. Glyn Llyn-y-Vale of Neath

John Smith, Esq. Shorter's-court, and Peckham
Edward Smith, Esq. Old Broad-street
B. J. Spedding, Esq. Mines Royal Copper Company, London and Neath

William Steele, Esq. Abergeyny, Blaenavon Iron Company
S. H. Steele, Esq. Abergeyny
Joseph Thompson, Esq. Director of the London and Brighton Railway

George S. Trevor, Esq. St. Mary-at-Hill, and St. James's-place, St. James's
Joseph Underwood, Esq. Eastcheap, and Blackheath-park
Thomas Wayne, Esq. Gadlys Iron Company, and Aberdare Coal Company

Robert Bastow, Esq. Surrey-place, London
Edward Tewart, Esq. Coupland Castle, Northumberland, and York-place, Portman-square

J. W. Macquiere, Esq. Hampton Court
Henry Stock, Esq. Hedgecroft, Carnarvon

(With power to add to their number.)
ENGINEERS-IN-CHIEF.—William Gravatt, Esq. F.R.S.

ACTING ENGINEERS.—Sandiford F. Griffin, Esq. C.E.; Charles Brunell, Esq. C.E.

SOLICITORS.—Messrs. Elmslie and Preston, 47, Moorgate-street, London.

LOCAL AGENTS.

Swansea—Charles Basil Mansfield, Esq.
Neath—George Leeds, Esq.
Merthyr Tydfil—Messrs. Perkins and James

Brecon—Messrs. Maybery, Williams, and Cobb
Abergeyny—Messrs. Morgan and Batt
Worcester—Henry Foley, Esq.

Birmingham—Messrs. Lee, Pinson, and Best
Kidderminster—William Talbot, Esq.
Norwich—Joseph Colman, Esq.

BANKERS.

London—The London and Westminster Bank, Lothbury,
The Commercial Bank of London, Lothbury and Henrietta-street.

Swansea—The Glamorganshire Banking Company
Merthyr Tydfil and Brecon—Messrs. Wilkins and Co.

SECRETARY (pro tem.)—Robert de Neuville Lucas, Esq.

On reference to the map of England, it will be found that the existing railways lying to the north of the Thames, with the exception of the Great Western and Maryport and Sunderland railways, run more or less in a northern and southern direction.

The object of the present railway is, by taking Birmingham as the manufacturing capital, as well as the centre of England, to make a direct communication between it and Swansea on the west, and Yarmouth on the east; thereby connecting the Irish Sea and Bristol Channel with the German Ocean.

The counties through which it will pass are those of Rutland, Leicester, Warwick, Worcester, Hereford, Monmouth, and Glamorgan, embracing from its continuity, and by taking advantage of the lines already formed, the counties of Norfolk, Lincoln, Cambridge, Huntingdon, Northampton, Nottingham, Derby, Stafford, Gloucester, Brecon, and Carmarthen. The country embraced within its sphere of action is, in every respect, the richest for mining, agricultural, and manufactured produce; and contains a population amounting to 3,000,000.

This line, commencing actually at Oakham, though by the above means virtually at Yarmouth, will embrace directly or indirectly the towns of Norwich, Thetford, Brandon, Ely, Downham, Lynn, Wisbeach, Peterborough, Stamford, Oakham, Leicester, Nuneaton, Birmingham, Stourbridge, Kidderminster, Stourport, Worcester, Hereford, Merthyr Tydfil, and Swansea.

The distance by this railway between Swansea and Worcester will be seventeen miles shorter than by any other proposed line, whilst it possesses the all-important advantage of passing directly through the heart of the iron and coal district; and there are, perhaps, few instances where greater advantages may be reasonably anticipated from the extension of a communication which will place so many considerable places and important mineral and agricultural districts, which have hitherto suffered from the comparative isolation of their position, within a few hours' journey of the great manufacturing districts of England.

The inexhaustible coal fields and iron mines of South Wales, the potteries and porcelain manufactures of Worcester, Stafford, and Derbyshire, the metallic goods of Birmingham and Sheffield, the wool and flannels of Wales, the cider and fruits of Hereford, Gloucester, and other western counties, the supply of fish and agricultural produce, throughout the line, in addition to the constant flow of passengers through districts of such population, and active character, afford abundant sources of traffic to insure an unusually large percentage to the shareholders of the company upon the capital.

A recent report of the Board of Trade states that railway accommodation will evidently, at no distant period, be required, to place Herefordshire, Worcestershire, South Wales, and the important districts lying to the west of the present lines of railway, in direct and unbroken communication, through Birmingham, with the manufacturing districts and the great railway system of the rest of the kingdom.

From the foregoing abundant sources of traffic, to say nothing of the profit derivable from a never-ceasing flow of passengers, an unusually large per centage upon their capital may be confidently anticipated by the shareholders of the company. Power will be asked in the bill to be presented to parliament, to allow interest at the rate of 4 per cent. per annum on all deposits and calls, from the time of payment until the opening of the line.

Preliminary surveys have been made, and sections have been taken, by which the practicability of the line has been fully established.

In conclusion, public attention having been drawn to the atmospheric principle, the committee think it proper to state, that they will be in a condition to take advantage of that principle, should it be eventually proved advantageous to their undertaking.

Applications for shares to be made to the provisional committee, at the office of Messrs. Elmslie and Preston, solicitors, 47, Moorgate-street, London; or Messrs. John Shewell and Son, shareholders, Tokeshouse-yard; Mr. John Duncutt, shareholder, Manchester; Mr. John O'Neill, shareholder, Manchester; Messrs. W. Reynolds and Son, shareholders, Liverpool; Messrs. H. and C. Beardsley, shareholders, Leeds; Messrs. Tate and Nash, shareholders, Bristol; Mr. James Pearson, shareholder, Birmingham; Messrs. Samuel Hutchinson and Co., shareholders, Bradford; Mr. William Miles, shareholder, Worcester; Mr. Robert Allan, shareholder, Edinburgh; Mr. William Gordon, shareholder, Aberdeen; Mr. Andrew Brand, shareholder, Glasgow; and Messrs. Bruce and Symes, shareholders, Dublin; of whom prospectuses may be had.

THE ELECTRIC TELEGRAPH.—COOKE AND WHEATSTONE PATENTEES.

LONDON CENTRAL RAILWAY TERMINUS.

Capital £500,000, in 25,000 shares, of £20 each.—Deposit £1 per share.

PROVISIONAL COMMITTEE.

John Addis, Rotherhithe.
 William Adams, Esq., 29, Montague-square, director of the Richmond Railway Company.
 Edward Chapman, Esq., Old Brompton, director of the Richmond Railway Company.
 Charles Finch, Esq., Staines, director of the Staines Railway Company.
 John Godfrey Hudson, Esq., St. George's-terrace, Hyde-park, director of the Great Northern Railway.
 Andrew Inderwick, Esq., R.N., United Service Club, chairman of the London Conveyance Company.
 George Miller, Esq., Mount-street, Grosvenor-square, director of the Hungerford-bridge Company.
 Apsey Pellatt, Esq., Staines, director of the Staines Railway Company.
 W. Shadbolt, Esq., Crom's Hill, late chairman of the Greenwich Railway.
 T. B. Simpson, Esq., Rutland Lodge, Brixton, director of the Richmond Railway Company.
 Henry Lewis Smale, Esq., Doctor's Commons, director of the South Eastern Railway Company.
 John Wheaton, Esq., Meopham Bank, Tonbridge, Kent, director of the Taff Vale and Trent Valley and Holyhead Junction Railways.
 C. F. Whiting, Esq., Beaumont House, Strand, director of the Richmond Railway.
 William Lechmere Whitmore, Esq., 19, James-street, Buckingham-gate, director of the Great Western Railway (Irish).
 (With power to add to their number.)
 BANKERS—London Joint-Stock Bank; London and County Bank.
 ENGINEERS—J. Locke, Esq.; T. Page, Esq., Engineer for the Thames Embankment.
 SOLICITORS—Messrs. Bircham and Dalrymple, Bedford-row; William Chapman, Esq., 3, Arundel-street, Strand.
 SURVEYORS—Messrs. Emmett and Co., 9, John-street, Adelphi.
 SECRETARY—John F. Neale, Esq.

The object which has for a long time occupied the attention of every railway proprietor whose line terminates near the metropolis—viz., the attainment of some point for their terminus situated more centrally, and with readier access to London travellers than their present sites, appears now to be in course of completion.

Two principal lines of railway, the South-Western and South-Eastern, have proposed and intend to carry into effect extensions of their lines from the existing termini to the neighbourhood of the Waterloo and Hungerford-bridges, and to this point the traffic from Birmingham and the north of England will also be enabled to proceed, through the contemplated extension of the West London Railway, across the Thames to a junction with the South-Western line. The perfect attainment of the object in view will, however, remain unaccomplished, so long as the terminating point is kept on the south side of the river; since, although a considerable improvement as compared with the present positions will thereby be effected, still the station in the Waterloo-bridge-road is remote and inconvenient to the larger proportion of travellers, and the evils now so justly complained of will be far from completely obviated.

It is with the view of supplying this deficiency that the promoters of the London Central Railway Terminus lay their project before the public. They propose to provide means whereby the passenger carriages from every line in connection with the metropolis, can be conveyed across the Thames to a general station erected in the immediate vicinity of Charing-cross.

For this purpose plans have been prepared, which have received the approval of the most eminent engineers for carrying adouble line of rails over the river, adjoining the new Hungerford Suspension-bridge, and supported by a simple and inexpensive addition to the present erections of that structure.

For the vast amount of traffic which will thus be brought to the Middlesex side of the river, it is intended to provide a central station of corresponding magnitude. The company therefore propose to undertake the execution of part of the embankment (according to the plan of the Government for embanking the Thames) for the distance lying between Waterloo and Hungerford-bridges, and over part of the area thus obtained from the river, to erect a station of size sufficient to supply the purposes of every separate railway, and furnished with every requisite provision for the wants of the respective companies and the convenience of their passengers. The property of the company will extend through the whole frontage of the Adelphi-terrace, the present buildings of which, as well as those to be hereafter erected, will be admirably adapted for a series of splendid hotels.

This project would have been before the public at an earlier period, but the promoters were desirous of obtaining the full concurrence of her Majesty's Commissioners for Metropolitan Improvements; and they are now enabled to state, that the plans have been laid before the Commissioners, and, as far as relate to the embankment and terminus, have met with their decided approval.

On the south side of the river the proposed railway will join the several extension lines at their nearest point of approach to the Thames and to each other, and thus will constitute a leader into the heart of London for the Birmingham, South-Western, Brighton, and South-Eastern lines, at present existing, as well as for the various proposed lines through Kent, and to Richmond and Staines, which will shortly be in course of construction. The directors of several of the above-mentioned companies have already expressed their approbation of the undertaking; but the advantages it offers are so great and obvious that there can be no doubt of the cordial co-operation of the managers and proprietors of the other lines, without exception.

The plan presents no features of difficulty, or involving the necessity of any extraordinary expense. The ground to be occupied by the station will, from its peculiar character, be obtainable at a comparatively small cost; and from estimates carefully prepared, it is proved that a capital of £500,000 will be sufficient for the accomplishment of every purpose in contemplation. This capital it is proposed to raise in 25,000 shares, of £20 each.

In order to favour the multitudinous travellers for short distances out of London, the toll charged to passengers for any station short of twenty miles will be less than that required from those bound on more extended journeys, and who are more likely to be encumbered with luggage. An average of 2d. has been assumed upon the whole number estimated.

From the traffic returns of the railways now completed, together with the increase to be derived from the lines at present before Parliament, it is estimated that the annual number of arrivals and departures of passengers from their London termini, who will select the central station for their landing point, will amount to 5,500,000; the gross receipts from whom, at a toll of 2d. each, will be £45,000 per annum. From this amount a deduction of 20 per cent. for working expenses, &c. (including the rental to the proprietors of Hungerford-bridge) will be amply sufficient, as the company will have no need of locomotives, and therefore be freed from those items which occasion the heaviest expenditure on other railways. This will leave a net profit of £36,000 per annum for the tolls alone. To this must be added the profits that will be derived from the various wharves and buildings, and from the proposed pier for steam-boats, amounting, on the most moderate calculation, to an annual rental of at least £15,000. With this addition, the total returns will amount to somewhat more than 10 per cent. on the capital required. The completion of every new railway, and the opening of every extension line or feeder to the existing railways, will produce a constant increase in the revenue of the proposed line, and promise to raise it most rapidly to an important rank as an investment for capital.

The provisional committee have also taken into consideration a plan for extending the proposed embankment and railway from the great central station to some point nearer the city, and are deeply impressed with the great public advantages derivable from such an undertaking.

This plan has been referred to the engineer and surveyors of the company, whose report thereon may be expected in a short time, when the estimates of the additional expense, and other particulars, will be duly announced.

Forms of application and prospectuses may be obtained at the offices of the company, 28, Moorgate-street, or from the solicitors, Messrs. Bircham and Dalrymple, 15, Bedford-row; William Chapman, Esq., 3, Arundel-street, Strand; and at the undermentioned brokers—Liverpool, Messrs. Parsons and Co.; Manchester, Messrs. Cardwell and Co.; Leeds, Messrs. Watson and Co., and Messrs. Bell and Rhodes; Hull, Messrs. Collinson and Flint.

FORM OF APPLICATION.

To the Provisional Committee of the London Central Railway Terminus.

Gentlemen,—I request you will allot to me _____ shares of £20 each in this company, and I undertake to accept the same, and to pay the deposit thereon, or upon any lesser number that may be allotted to me, such payment to be made within the time limited and prescribed by you, and I undertake to execute the agreement and Parliamentary contract when required.

Name in full
 Trade or profession
 Residence
 Place of business (if any)
 Date
 Reference

ZINC WIRE.—A patent has been granted to Mr. Newton, of Chancery-lane, for improvements in the manufacture of zinc wire. For short lengths, sheet zinc is cut into strips, or rods, of the same width as the sheet is thick, thus producing them square; these rods are then rounded, by passing through grooved rollers, and from thence to the draw-plate, where the wire is finished. When great length is required, a machine is used, called by the patentee a "circular cutter," which, by means of two circular knives, one below and one above the metal, moving in contrary directions, and the metal being made to advance towards them by means of a screw, and, turning on its axis, a strip is cut from the circumference in one continuous length, until the plate is cut up to the centre; the strip is then finished, as usual, in the drawing-plate.

RAILWAY GAZETTE.

ATMOSPHERIC RAILWAY SYSTEM—PINKUS v. PROSSER.

(FROM A CORRESPONDENT.)

In last week's *Mining Journal*, was inserted a letter, signed by Mr. L. R. Bellamy, the statements in which, it is presumed, are sufficient to stay public opinion, as to the probability of Mr. Pinkus's availing himself of any suggestion of another's alleged improvement of the system of atmospheric railway, which, it is well known to the scientific world, he has, for many years, been a diligent labourer on. It is well known throughout Europe, that Mr. Pinkus projected that important system, and made many modifications of it, embraced in no less than six different patents, taken out in Great Britain, and the principal kingdoms abroad, and each one of these varied so as to show different applications of atmospheric propulsion. His specifications, recorded for each of these patents, embrace descriptions written on from eight to twenty skins of parchment, with an accompaniment of almost as many elaborate plans or drawings.

Mr. Pinkus's inventions are pirated by persons who were his former agents, and received instructions from him. The invention itself has become a mighty subject, and, as has always been the case, when new principles have been brought into successful practice, there is a rush, both on the continent and in this country, to take out patents for pretended improvements; but, in most cases, the parties, without giving themselves the trouble to ascertain what Mr. Pinkus has himself accomplished in that system, take out their patents, and call on the public to support them in the alleged invention. The public are not judges of the particulars of the invention; many false statements have appeared in the public prints, which have been as publicly contradicted: but the particulars are forgotten, and a pretended new thing is again suggested, and the speculative public are deceived from time to time.

Now, the but trifling circumstance that has given rise to a gross slander against Mr. Pinkus is, that a party met him and told him in conversation of his alleged invention. The short and simple case is this, vouched by a disinterested person, of established reputation, at whose office, and in whose presence, the alleged conversation took place. In the month of September last, two foreigners (Italians), one named Jean Baptiste Carcano, and the other calling himself Count Edward Belmonte, called on Mr. Prince, of Lincoln's Inn-fields, to seek his agency, to find a party willing to aid them in introducing an alleged improvement in atmospheric railways, and Mr. Prince suggested to them, that he could not better serve them than by introducing them to Mr. Pinkus, who had done so much for that system, and Mr. Prince wrote to Mr. Pinkus, requesting him to meet the party, which Mr. Pinkus did, by calling at the office of Mr. Prince. The names of the Italians did not then transpire. Mr. Pinkus and Mr. Prince have both sworn, that Mr. Pinkus asked the parties, if they knew what had already been done in atmospheric railways, and went on to describe minutely what inventions and improvements he had made, in what manner he had applied atmospheric propulsion to railways, by rarification, by compression, and otherwise, and his general plans. Carcano does not understand English, but Belmonte does, and answered, "Yes, perfectly," and said, he had been to see the Dublin and Dalkey line, which is known to be one form of Mr. Pinkus's numerous inventions. Upon this, Belmonte, in the presence of Mr. Prince, attempted to hand to Mr. Pinkus what appeared to be a manuscript, having a drawing attached, and asked Mr. Pinkus to look at it. Now, observe the conduct of Mr. Pinkus. When the paper was offered to him, as sworn by Mr. Prince and Mr. Pinkus, the latter emphatically declined to look at it, or receive any communication of the alleged improvement, and alleged, as a reason, that he had not his own plans or drawings with him, but offered to meet them at Mr. Prince's at another time, if they wished to make an appointment, when he, Mr. Pinkus, could have his own drawings present, so that, if they should show him anything that was his own invention, he might be able, at the instant, to prove it. Now, as is sworn by Prince, and by Pinkus, and not denied by Belmonte himself, he, Belmonte, desisted from showing the manuscript, or making then any communication. Then Mr. Pinkus asked, "have any experiments been made?" "Yes," (said Belmonte), "it has been done on eight miles at Milan." Now this is known to be false. "What is the name of your friend in Italy, who has made the improvement?" asked Pinkus. "Piatti," said Belmonte. "Did (asked Pinkus), your friend read a paper before the Society of Savans at their last meeting? because (said Pinkus), I read in an English paper, that some one had read a paper on atmospheric railways?" "Yes (said Belmonte), it was Piatti, and received a silver medal." Belmonte, then rising from his seat, turned down a leaf of the said manuscript, to conceal a plan or drawing that was annexed to it, and showed to Mr. Pinkus the date written on the paper, so concealing a drawing, but disclosing the date—"Milan, 31 July, 1844." Belmonte declares—"that he called Mr. Pinkus's attention to the date;" and Mr. Prince swears, that after Pinkus had refused to look at the drawing, or receive any communication in respect of it, the paper was thus handed, wholly and solely with the view of answering the said question, put by Pinkus. But the paper so turned down, and with the view of concealing the drawing, did not completely cover it, but the outline of that drawing, which Mr. Pinkus, in technical language, calls a plan, disclosed, a mere line or part of a circle, indicating that a drawing was on the paper so concealed. The drawing so concealed was in Mr. Pinkus's hands but for a few seconds, as is sworn, and the part, so uncovered, gave Mr. Pinkus no information. Now, it is also sworn to, and not denied by Belmonte, that Mr. Pinkus left, saying, if Belmonte would meet him when he could have his plans or drawings with him, he would meet him, and hear his communication.

Upon this slender act (such as might at any time be made a trick to found an affidavit that a drawing was in a person's hands) an application is made for a re-hearing, after their patent had been stopped by the Solicitor-General; an application made, first on the grounds, as Pinkus swears, that he had received private information from Milan, and when declarations are ordered, and which were made by Prince and Pinkus, of the above facts, it is alleged by Belmonte that he said the (alleged) invention was compressed air, and that he showed Pinkus the said drawing, and in his solemn declaration he states that Pinkus handed back the drawing, saying, "it was the thing he (Pinkus) meant;" but, when afterwards affidavits are made in support of their petition, he swears that Pinkus handed back the paper, saying, "I see how it is." The Solicitor-General would not decide the question, on the ground that if he stopped Prosser and Carcano, in whose names the patent was applied for, they would have no appeal or remedy, and referred it to the Lord Chancellor, who required a report of what took place before the Solicitor-General, which was done; and when it came before him on the above affidavits, the Lord Chancellor refused to go into the question that had been before the Solicitor-General. Now, it is laid down in *Godson's Law of Patents*, that if either party be dissatisfied with the decision of the Attorney or Solicitor-General, the Lord Chancellor will give the parties a hearing in his private room, and such has been the practice; both parties can then disclose their drawings, and explain them, but the Lord Chancellor refused to do so, and acted on the Solicitor-General's report that he thought both patents ought to be sealed, but which report gave no reasons for his opinion; and the Lord Chancellor, after hearing only a part of the affidavits read, and having referred to the Solicitor-General, and before Mr. Wakefield (counsel for Mr. Pinkus) had read the affidavits in respect of Pinkus's patent, and only parts of his affidavits

relating to Prosser and Carcano's patent, put an end to the matter, by the observations that have been reported, whilst the facts of the case clearly prove that Mr. Pinkus obtained no part of his invention from Prosser and Carcano. The Solicitor-General recommends that Pinkus's patent should be sealed, and the Lord Chancellor confirmed it, and it has been done, so has Prosser and Carcano's patent been sealed; but the ridiculous and unfair conduct will appear, when Mr. Pinkus shall be able in a few days to publish the drawing in question, which he, entirely of his own accord, omitted from his patent, and which is a drawing showing only a repetition of his former patents, sealed years ago, and, of necessity, brought in again only in order to show the working of improvements that are not at all the subject of opposition. But whilst Mr. Pinkus omitted one drawing, to avoid opposition to his patent, he used no less than five other drawings, which he laid before the Solicitor-General, of the same kind or principle, all contained in his former patents, sealed years ago in this country and abroad. Mr. Pinkus will publish all those drawings as soon as Prosser and Carcano deposit their plans, and he can demand an inspection of the drawing that is said to be like the drawing so omitted by Pinkus, and which the parties have already deposited with the Solicitor-General.

RAILWAY SPECULATIONS.

The subject of this title is, at the present moment, of the greatest importance. The money-market is crowded with schemes; most of these are railway projects. Many of them have for their object the construction of railways in foreign parts. Whether the transmission of capital for the benefit of other countries is politic or not, or whether it should be encouraged or repressed, is not intended to be discussed in these observations. What more immediately demands attention is the legal rights of those who invest in railway shares. Let us first take railways which are proposed to be established in Great Britain and Ireland.

A railway scheme is advertised. Persons desirous of having shares are requested to apply for them by letter in a particular form. Under this letter the person applying, agrees to sign the requisite deeds when they shall have been prepared. These deeds are, the one called a "Parliamentary contract," and the other a "subscriber's agreement." The former is a contract authorising the directors therein mentioned to take necessary steps for obtaining an Act of Parliament, and pledging the shareholders who sign it to the payment of "calls," as may be directed by the Act of Parliament when obtained. The latter is a contract by which the shareholders engage to conform to certain rules and regulations therein contained, pending the acquisition of Parliamentary authority. These stipulations apply to the appointment of directors and officers, the powers to be exercised and duties performed by them, the amount of capital to be raised, &c.

Under the recent statute, 7 and 8 Victoria, c. 110, these companies must be registered. The registration is of two sorts—"provisional" and "complete." It is not necessary to consider what is to be done in order to obtain either "provisional" or "complete" registration. But, when procured, the "provisional" certificates inure for a year, and may be renewed for another year, but not longer. The powers conferred by it are particularly stated. The company may assume their "name," open subscription lists, allot shares, and receive deposits not exceeding 10s. per cent. beyond the amount required to be deposited by the Standing Order of Parliament. They may also take steps to obtain their Act; but they are prohibited from making calls. Nor can they purchase lands, or enter into contracts for works, except conditionally upon obtaining their Act. Contracts for surveys, and other things to be done in order to get to and through Parliament, may, however, be entered into. Penalties are inflicted if deposits are taken, allotments made, or scrip issued, before "provisional" registration has taken place.

The certificate of "complete registration" ceases to have effect from the moment the Act of Parliament has been passed. The powers conferred by the certificate are—the liberty to use a common seal with their name upon it, the privilege of suing and being sued in their registered name, the right to issue certificates of shares, and, conditionally upon obtaining their Act, they may enter into contracts for works, &c. But the same prohibition exists as under "provisional" registration as to the purchase of lands, making of calls, and otherwise; but they may hold "general" and "extraordinary" meetings from time to time. Their powers extend no further.

To the uninitiated public this sketch may be useful. It will show them what powers may be exercised by a railway company from the time of their announcement to that of their completion by legislative sanction. But it is of more importance to them to understand what is the condition of those who ask for shares, and those who obtain them, whether mediately or immediately, from the original holders. The person who writes for letters undertakes to sign the necessary deeds, already described. The moment he receives his scrip or shares, a contract has been made between himself and the directors to execute a particular instrument. This contract may be enforced, either by action at law for damages, or bill in equity for specific performance. He cannot escape from it. He may wish to relieve himself from this responsibility by selling his "scrip" in the market. No such result will follow. The company may still hold him to his bargain. They cannot be compelled to receive his assignee as their shareholder or partner in the undertaking. It has been stated that under "provisional" registration, shares may be "allotted," and under "complete" registration "certificates of shares" may be issued. The remarks just made will apply to both.

So much for the position of the first holder. How does the second or subsequent holder stand? He pays his money, probably including a premium, for a given quantity of "scrip." The scheme is a prosperous one; and when the Act of Parliament is obtained, he expects to be registered as a shareholder. No such thing. He presents his "scrip" at the office, desires to have them exchanged for "shares," pursuant to the Act of Parliament, and is ready to sign the "register of shareholders," but may be refused! He has no remedy against the company. He has bought a nothing. He may probably resort to his immediate predecessor, endeavour to compel him to refund, on the ground of failure of consideration; but where is he?

These are the respective conditions of the first and the last holders, between the inception and completion of a railway company. Are the public aware of this state of things? But what are "scrip?" what are "shares?"

A "share" is a certain part, or definite amount of interest in a particular company. That company must be established before any share can be said to exist. Where, therefore, "scrip" are issued between the time of its announcement, and that of obtaining the Act of Parliament, they are not "shares," because they cannot legally be transferred; they are merely instruments, which will entitle the persons who may have subscribed the deeds beforementioned, at the time of obtaining them, to have "shares" given to them by the company after the Act of Parliament has been procured—in other words, when the company has been established. But they convey no property by assignment. The Act alone constitutes "shares," and makes them transferable. The certificates are evidence merely of the right of the first holders to obtain "shares," and, sometimes, to distinguish them from the real title to shares, or shares are called "scrip certificates." If the public doubt whether this is so, let them consult the judgment of Lord Langdale, in "*Jackson v. Cocker*" (a name quite apropos), in the fourth volume of *Beavan's Reports*, p. 59.

CHESTER AND HOLYHEAD RAILWAY.—An extraordinary meeting of the proprietors of this company was held at their office, 62, Moorgate street, on Monday, the 3rd inst., for the purpose of approving of a bill to complete the line of the Chester and Holyhead Railway, and to amend the act relating to it; also, a bill to carry into effect the agreement entered into by the Chester and Holyhead Company to purchase the Chester and Birkenhead Railway, and to enable the said company to make a branch to Mold, in the county of Flint. The SECRETARY having read the notice convening the meeting, the CHAIRMAN (W. B. Collett, Esq., M.P.), said, they had been called together, in compliance with the Standing Orders of the House of Lords, to consider the bill now before Parliament, and he would answer a few questions by anticipation. The first with respect to the Chester and Birkenhead Railway. They had failed in carrying out their agreement with the directors of that company, in consequence of the decision of the Board of Trade. The directors of the Chester and Holyhead Railway had entered into that agreement on principle, though the question of actual value was the ground on which the agreement was got rid of. However, it was a matter of perfect indifference to them, whether they had it or not. The had offered the projectors 332 per share, and were determined not to make any advance. With respect to the Mold branch, as the directors were perfectly secure, they had determined not to proceed with that line for the present, but to go on with the other lines. The Menai-bridge and Bangor line had passed through committee, and would, he trusted, shortly pass into law; 54

miles of that line had been contracted for, and he trusted that 14 miles would be under contract at the next general meeting in August. An attempt had been made to resuscitate the Porth Dyllan Railway, but from that project they had little to apprehend. The hon. gentleman had a great improvement in the mode of transit, and a great saving in the expense; and he was certainly glad that they had been the first company that thought of carrying a bridge over straits—a plan which would, he had little doubt, be generally adopted where circumstances required. All the contracts would be completed before the end of the year 1847. He had reason also to know, that Government would come forward and make Holyhead a perfect station, and there was not the least likelihood of any port in Wales being preferred to it. With reference to the principle of the broad gauge, he would say, that it would not be applied on any line where the directors had influence. He would conclude by proposing the bill for their adoption. The following resolution, "That this meeting do approve of the proposed Act, subject to such alterations as shall be made therein by Parliament," was then put, and carried unanimously, after which the meeting separated.

LONDON AND SOUTH-WESTERN RAILWAY.—A special general meeting of the proprietors of this railway was held at the terminus, Nine Elms, Vauxhall, on Friday, the 6th inst., for the purpose of approving of the several bills before the House of Commons affecting their interests. The SECRETARY having read the advertisement convening the meeting, the CHAIRMAN submitted the bills—viz., for the Richmond Railway, for authorising the sale of the Guildford Junction Railway, and the South-Western Railway Company to purchase the same for the Richmond Railway; for extending the company's line from the Nine Elms terminus to Waterloo and Hungerford-bridges. Resolutions, approving of these bills, were unanimously agreed to, after which the CHAIRMAN said, that at present there was some question respecting the Dorset Railway, on the point of deviation, and the directors had not felt justified in signing that bill, till they knew what the Commissioners of Woods and Forests had determined on, and, therefore, they would be under the necessity of adjourning till next Friday, when they would consider it.—A resolution to that effect was agreed to, after which the meeting separated.

WREATH WESTERN RAILWAY COMPANY.—We are not surprised that the proprietors of this company should have been so unanimous in approving of the bills now before Parliament for extending their operations. They were severally agreed to before introduction into the House, and possess intrinsic merits that must recommend them to the shareholders. The advantages of the proposed railways from Oxford to Worcester and Wolverhampton, and to Rugby, are evident, while the other railways are of great promise. The meeting on Wednesday was merely *pro forma*, and convened in compliance with the Standing Order of the House of Commons. The CHAIRMAN, in the course of his observations, stated, that the company had granted 500,000*l.* to the South Wales Railway, and 50,000*l.* to the Cornwall Railway, and, in reply to a question from a proprietor, said that the broad gauge would be used on the Oxford and Rugby line, and on the Oxford, Worcester, and Wolverhampton, as far as Worcester, whence the double gauge would be adopted. These were the only statements of any importance—the meeting having agreed to the resolutions approving of the proposed railways almost without a comment.

DURHAM LYNVI AND PORTH CAWL RAILWAY.—The annual general meeting of the proprietors in this company was held at the Wyndham Arms Inn, Bridgton, on Monday last, the 2nd inst., when the state of Porth Cawl harbour was brought under notice. A shipbuilder of Llanelly, named Mansfield, with his son, had paid much attention to the subject, and produced drawings and models of a plan, by which all the evils which at present existed might be removed at an expense of 16,000*l.* exclusive of the carriage of stones for the work; this estimate several gentlemen considered too low, but Mr. Mansfield declared he was correct in his calculations. The majority seemed to approve of the plan, and thought it should be adopted, if he could find the necessary securities for the performance of the work within the estimate. The Rev. Robert Knight thought, before expending such a sum, it would be prudent to have the opinion of a competent engineer; and a general conversation ensued, but no decision was come to on the subject. Mr. Malins, Mr. Rawlinson, and the Rev. Robert Knight, complained that the road was in a very bad state of repair, and during a conversation of three hours on this subject, it appeared to be the general impression that such was the case. Mr. Williams, the surveyor, admitted that the road was bad, but assured the meeting that, within two months, it should be put in a thorough and efficient repair. A protracted conversation also took place on the subject of wrought and cast-iron rails, the committee having, after much conversation, decided to adopt cast rails for relaying the line. From the statement of accounts, it appeared that the receipts for the year had amounted to 6358*l.* 8*s.* 6*d.*—showing an increase over the preceding year of 1700*l.*; and expenditure, including interest and a heavy charge for repairs, 3415*l.* 18*s.* 11*d.* It was then resolved that new shares should be issued (of 25*l.* each) to the amount of 10,000*l.* solely for the port; a dividend of 4 per cent. for the half-year was declared; the managing committee re-elected; and thanks having been voted to the chairman, the meeting separated, having sat 9½ hours.

THAMES AND MEDWAY CANAL COMPANY.—The annual general meeting of the proprietors in this company was held at the George and Vulture Tavern, Cornhill, on Wednesday last, the 4th inst., JOHN MOXON, Esq., in the chair.

The CHAIRMAN said, that, as there was no instructions in their Act as to reading the notice, he would just inform them that this was their annual general meeting, and would call upon the clerk to read the report and accounts in order.—Mr. COLLIER (the clerk) then read the following report of the committee respecting the business of the canal and railway:—The committee beg to present their report on the affairs of the canal for the past twelve months, together with the general account of receipts and expenditure connected therewith (and the profit and loss account of the canal also), separately from those of the railway, as they did at the meeting in June, 1844. By the discussions on the state of the undertaking, which took place at the last annual general assembly, while the contract for the railway was in progress, the proprietors were prepared to expect that the net receipts would be liable to diminution, in proportion to the interference of the new works with the line of canal, and to the length of time the navigation might be wholly or partially closed; and the committee have now to report that, owing to contingencies in the railway works, the through navigation was closed for nearly eight months—viz., from 15th June to 13th Feb.—instead of six or eight weeks, as they had been led to expect. On comparing the pecuniary result of the last twelve months with those of previous years, it will consequently be observed, that, instead of the usual surplus of 1000*l.*, a loss has occurred this year, on the working of the canal, amounting to 200*l.* 13*s.* The number of tons, exclusive of basin trade, which entered both locks in the fifty-two weeks ended 24th May last, was as follows, viz.:—Gravesend, 13,526; Rochester, 3152; total, 16,678 tons; while the basin trade is, Gravesend, 20,322; Rochester, 3737; total, 24,059 tons; showing a decrease in the past year of 42,954 tons. The quantity of chalk and flints excavated and disposed of in the process of clearing and improving the company's wharfs and premises, amounts to 19,716 tons, which is a diminution under this head of 26,996 tons. The quantity of coal consumed by the steam-engine has been only seventy-one tons, and the hours worked one thousand and eighty-five. On re-opening the navigation, your committee find the same appreciation as before of the convenience afforded by the line of canal; and they have much satisfaction in reporting, that the system of towing by steam, and the kind of steam tug (a screw propeller of 16-horse power), which they were obliged to adopt, in consequence of narrowing the waterway in the tunnel by the works of the railway, have enabled them hitherto to provide for the passage of craft with the usual regularity. As the business of towing is now unavoidably mixed, part of the line being served by steam, and the other by horses, as before, your committee, considering the short time which has elapsed since the re-opening, are unable, on the present occasion, to state the increased expense, or otherwise, which may result from the new mode. Although several alterations and re-adjustments have been made in the works of the canal, for the accommodation of the line of railway, yet the whole is considered to be in the ordinary good working order; should the bridges across the navigation, between the flour mill at Gravesend, and the new iron bridge at Higham, which have been lowered, and better adapted to the public and the railway, entail more trouble and cost in repair than before, it may become expedient, gradually, as the company's resources may allow, to substitute others of an improved construction. With regard to the railway, every effort was continued by the engineer, and the committee, to expedite the works, in order to fulfil the expectations of the proprietors, and the further cost of a considerable addition to the brick and wood-work, amounts, as nearly as can be ascertained, from the account hitherto furnished by the engineer, to about 6000*l.* In order the more perfectly to adapt the existing single line of railway for carrying the numbers, which, on arrival at Gravesend, may choose to go on, your committee, after some hesitation, on the ground of pending engagements, ordered the following additions to the carrying stock—viz., one locomotive engine, to be delivered on or before September, and four second-class carriages, in order to enable them to make up heavy trains. The following return of passengers, conveyed in the sixteen weeks, ending 31st May, shows the progress of the traffic, divided into periods of four weeks each—viz.:

Four weeks, ending 8th March	5758 passengers	£197 7 6
Do " 12th April	12,696 ditto	319 9 4
Do " 3rd May	19,459 ditto	480 16 2
Do " 31st May	32,818 ditto	809 17 3

Allowances being made for any partial deficiencies upon the estimated traffic during the first twelve months, as usual on lines recently opened, your committee see no reason to fear that this railway, although it might remain for some time a single line (except in the deviation), will be enabled to carry and will convey the numbers originally calculated upon. The opening and actual working of the railway, have, in the short period which has elapsed, thrown the usual light of practice and experience on the question of fares, and your committee found it desirable in the first instance—viz., in February—to fix the first and second-class at 1*s.* and 8*d.* respectively, since which, and still

under the same guidance, they reduced them on the 17th March to 9*d.* and 6*d.* The surplus of expenditure beyond the original estimate has been occasioned in part by extras, which it appears in this, as in nearly all other cases of public works, could not be calculated on at the time the engineers first estimate was made, and in great part also by additional works, &c., sanctioned by the proprietors, or not foreseen at the time the work was designed. The principal portion is composed of the additional works ordered by the Board of Trade, purchases of land, and extra sloping and earth work in the deviation; about six hundred yards additional line in the centre; pier for Chatham traffic; spare rails and stock; buffer stops and sundry items, particulars of which will be found in the balance-sheet. On the subject of a terminus in the town of Gravesend, it has been considered advisable to withdraw, during the present session, that part of the Gravesend extension, reserving the discretion of renewing their application so soon as her Majesty's Government have decided as to alterations said to be in contemplation in river forts. In the event of either of the three parties now before Parliament for a railway to Canterbury obtaining an Act this year, it appears, from the surveys made, that only the South-Eastern Company shows a disposition to join this line, and that junction is on their intended branch line from Maidstone to Rochester. With regard to this matter, and without entering into the contest or the merits of it, it is sufficient for the proprietors of this company to observe, that they are carrying on the traffic by a short, level, and convenient line of railway, already established at the lowest fares known in England, and offering, therefore, like facilities to any longer line which may take its course through the same district; and that in case Parliament should ultimately sanction any line of railway for North Kent, the body of capitalists who may be actually engaged to find the money which will be required to make it, will see the prudence, if not the necessity, of joining this line, instead of constructing a new and competing one through a district requiring so heavy an outlay as that between Gravesend and Rochester.

From the statement of the canal accounts, it appeared that the expenses, including tradesmen's bills, steam-engine account, repairs, salaries, interest, &c., amounted to 1029*l.* 8*s.* 10*d.*, while the total receipts, after deducting wages, &c., was only 828*l.* 15*s.* 10*d.*—showing a balance against the company of 200*l.* 13*s.* From the railway accounts, it appeared that the expenditure, on construction account, had been 63,698*l.* 18*s.* 1*d.*; purchase of land, 3206*l.* 5*s.*; engines, carriages, &c., 10,825*l.* 1*s.*; and incidentals, 5098*l.* 9*s.* 5*d.*—making a total of 82,828*l.* 13*s.* 6*d.*, and leaving a balance in the bankers' hands of 1088*l.* 16*s.* 6*d.* The receipts on the traffic account, since the opening of the line on the 10th February last, had been 1608*l.* 5*s.* 5*d.*, and expenses, 1917*l.* 7*s.* 5*d.*—showing a loss of 309*l.* 2*s.*

A report from the superintendent was also read, describing the works generally as being in an effective state, with the exception of the turn tables—the large ones being too weak, and would have to be strengthened, and three of the six small ones being very inefficient.

The CHAIRMAN observed, that, with respect to the deficiency in the working of the canal, as described and accounted for in the report, they had only this to say—that, from the stoppages they had been compelled to make in the navigation during the formation of the railway, it having been closed for eight months—viz., from June 15, 1844, to Feb. 10, 1845—they fully expected a much greater falling off than a mere loss of 200*l.* 13*s.* The committee thought, therefore, that the canal had stood well; and since resuming the return to traffic, it had been materially on the increase, and he hoped next year to be in a situation to give them a better report.

Resolutions were then passed, by which the reports and accounts were unanimously received and adopted, and, in reply to a question from Mr. Solly, the CHAIRMAN said, the tunnel was in a perfectly sound and safe condition.

Mr. Fox said he had one observation to make respecting the turn tables, as he thought the passage relating thereto in the superintendent's letter would convey a wrong impression to the minds of those present; the fact was, the small tables were never intended for turning a locomotive engine—they were called "carriage turn tables," and were guaranteed to bear ten tons, while the larger ones would turn the engine and tender together, and would bear with safety twenty tons—they had been made from the drawings and specification of Mr. Rastick, the company's engineer. With respect to the large ones, it was a curious fact, that, although they were made from drawings and of similar materials with many others laid down on the South-Eastern line, all of which were working well, and had given every satisfaction; yet these, he must acknowledge, were not efficient ones, and, as one of the contractors, he would say they must be replaced at their expense.

The CHAIRMAN then said, that parties unconnected with them, who understood the subject, considered the engines overcharged, as they had only iron tubes instead of copper ones; and he asked Mr. Fox if he would have the kindness to give them some explanation.—Mr. Fox said, that formerly copper tubes were used with iron fire boxes, but all the first-rate makers of locomotive engines now made them with copper fire boxes and iron tubes, which were universally allowed to be superior; in the fire boxes copper was far preferable to iron, but in the tubes where there was a rapid current of air, the mechanical action of a flood of small atoms of coke against the heated sides of copper tubes, caused a rapid abrasion; they were made by Mr. Stephenson, of Newcastle, the first locomotive engine-builder in the world, from Mr. Rastick's specification, and the back plate of the box was ½-inch, while the usual thickness was only ¼-inch. The following gentlemen were then ballotted for, and unanimously chosen the committee for the ensuing twelve months:—Samuel Mills, Esq., Robert Sutton, Esq., John Deacon, Esq., John Moxon, Esq., William Howard, Esq., Thomas Wilson, Esq., William Hammond, Esq., Robert Sutton, jun., Esq., Joseph Wilson, Esq., Henry Garret Key, Esq., John William Commerell, Esq., Thomas Moxon, jun., Esq., Rev. Edward Owen, William Hichens, Esq., William Alers Hankey, Esq., Alex. Luard Wollaston, Esq., William Lee, Esq., Wyrley Birch, Esq., Charles Moxon, Esq., John Williams, Esq., and James Sutton, Esq.

A vote of thanks was passed with acclamation to the committee just gone out of office, for their exertions during the past year, in behalf of the interests of the company, and thanks having been also voted to the chairman, who briefly replied, the meeting separated.

REGENT'S CANAL COMPANY.

The half-yearly general meeting of the shareholders in this company was held at the offices, Regent's Canal, City-road, on Wednesday last, the 4th instant.—J. E. D. BETHUNE, Esq., in the chair—when the report of the general committee was, as usual, submitted, from which it appeared, that the trade upon the canal, and at the Limehouse Dock, had continued to increase in a manner which fully justified the anticipations expressed by the committee in December last. The tonnage in the six months, ending 31st May, amounted to 541,686 tons, producing a sum of 20,980*l.*—showing a considerable increase, as compared with the same period of the preceding year, part of which, it will be recollected, is to be attributed to the increased activity in the coal trade, on the termination of the strike of the pitmen. An expense of 743*l.* 9*s.* 2*d.* had been incurred, for the redemption of land-tax at Ratcliff. The improvement in revenue has been such as to yield a profit on the half-year (notwithstanding the above-mentioned charge for redemption of land-tax) of 13,911*l.* 18*s.* 11*d.*—sufficient for a dividend of 12*s.* per share—after placing to the credit of the reserved fund the sum of 695*l.* 11*s.* 8*d.*, being 5 per cent. on the net profits, and leaving a surplus balance of 385*l.* 18*s.* 5*d.* towards the dividend for the next half-year. The dividend that may now be declared, with that declared in December last, will make the amount of the dividends for the past year 21*s.* per share. An arrangement has been made with the London and Birmingham Railway Company, which the committee have every reason to believe will prove highly beneficial to both companies. Under this arrangement, the Regent's Canal Company are to sell to the railway company two of the wharves at the Hampstead-road, for the sum of 3000*l.*, to enable the railway company to make a dock, which will connect the canal with their goods station; and the reserved fund will be increased by the amount of purchase money that may remain after the expense of a necessary extension and improvement of the towing path at that spot. Upon the conclusion of this arrangement the reserved fund will have reached the sum of 10,000*l.*, which was fixed as its proper limit. From the increase of trade, the committee think it will be necessary that the construction of a second entrance for barges from the Thames to the Limehouse Dock be undertaken by the company, with as little delay as possible. The plan proposed contemplates a barge entrance, with a double lock, capable of being worked at all times of the tide. The extent of the inconvenience now felt may be estimated by the fact, that it is impracticable to pass through the existing lock a considerable proportion of the trade that could, without any inconvenience whatever, travel upon the canal; but, by the proposed entrance, the present tidal lock would be relieved altogether of barges, and consequently a larger number of ships could be docked and undocked each tide. The site selected for the new entrance was on the eastern side, and contiguous to the present tidal lock and entrance channel. It was estimated that the sum wanted for this work (including the purchase of the property now required) would not exceed 30,000*l.*; and the committee had satisfied themselves that the consequent improvement of the trade of the canal to and from the Thames, would yield an ample return for this outlay. They propose to borrow this sum, on the security of the canal, at a moderate rate of interest, and the principal debt may be gradually discharged by instalments from the current receipts, without inconvenience to the proprietors, and without discontinuance of the increase in the dividends, which the committee believe they are not over-sanguine in anticipating. Resolutions were then passed to the effect—That the sum of 695*l.* 11*s.* 8*d.*, being 5 per cent. on the net profits of the half-year ending 31st March last, be added to the company's reserved fund; that a dividend of 12*s.* per share be declared payable on and after the 14th July next; that the same recommended by the general committee, in their report of this day, of forming a new entrance for barges from the Thames to the Limehouse Dock, is approved by this meeting; that the general committee be authorised to borrow, not exceeding 30,000*l.*, for the construction of the proposed entrance, and in part of the above mentioned amount, to borrow from the reserved fund, if deemed advisable. The general committee and the auditors were then re-elected, and a vote of thanks passed to the chairman.

GRAND UNION CANAL COMPANY.

The half-yearly general meeting of shareholders in this company was held at the offices, Surry-street, Strand, on Tuesday last, the 3d inst., when, from the report submitted, it appeared that the tonnages for the six months ending 31st March, 1844, were 4075*l.* 7*s.* 6*d.*, and for the corresponding six months ending March, 1845, 4646*l.* 1*s.* 9*d.*—showing an increase of 570*l.* 14*s.* 4*d.*; and on the twelve months ending same day, the increase over the previous corresponding period was 1176*l.* 8*s.* 11*d.*, which was highly satisfactory, inasmuch as the increase was chiefly on coals, of which 17,000 tons passed to London. In order to maintain this coal trade in competition with the railway, the committee had agreed with the Grand Junction and Union Canal committees, that from the 1st of May last the maximum charge should be one halfpenny per ton per mile short of London, and as the same charge existed on the canals below Leicester, a considerable trade was expected along the canal. The tonnages of coal to London remained unaltered—namely, one fathoming per ton per mile. The tonnages charged to the 31st of March last, and payable monthly by the traders, who had the usual quarterly credit, amounted to 2220*l.* 18*s.* 10*d.*, and of which sum 1464*l.* remained due to the company. The unclaimed dividends to 31st March last amounted to 237*l.*, including 560*l.* on the twenty-eight unregistered shares. The committee recommended the declaration of a dividend of 1*l.* per share, free of income tax, and to be paid on Monday, the 16th day of June instant. The severity of last winter caused more than usual damage to the sides of the canal and to the locks; and the surveyor had been directed to attend most carefully to the repairs of the gates and paddles of the locks during the six days general stoppage of canals for repairs in the week commencing the 9th June instant. The tunnels and embankments were in good order. The reservoirs had not received their full supply; it was, however, hoped that, by strict care, the quantity would be sufficient for the trade, until the rains should replenish them.—From the statement of accounts it appeared, that the receipts for the half-year had been 7519*l.* 6*s.*, and payments 2862*l.* 3*s.* 5*d.*, leaving a balance available for a dividend of 4657*l.* 2*s.* 7*d.*—The report and accounts were received and adopted, and the dividend declared.

GRAND JUNCTION CANAL COMPANY.

The half-yearly general meeting of the proprietors of the Grand Junction Canal was held at the Crown and Anchor Tavern, Strand, on Tuesday, the 3d inst., when, from the report presented, it appeared that the net tonnages for the half-year ending 31st December, 1844, had amounted to 65,580*l.* 16*s.* 7*d.*; being 4099*l.* 14*s.* 9*d.* more than in the corresponding six months of the preceding year. That the suit in Chancery brought by the company to compel Mr. Dimes to admit their trustee to the copyhold land in Rickmansworth, late Joseph Skidmore's, and which was set down for hearing on the 23d November last, remained unheard. Mr. Dimes's writ of error against the judgment of the Court of Queen's Bench, in favour of the company, had been partly argued, and stood over. In consequence of the continued drought reported to the proprietors on the 3d of December last, the cost of working the nine engines, north of Tring Summit, had increased the ordinary expenses in the account by the sum of 1466*l.* 8*s.* 1*d.*. The results of the experiments made on the Wendover Arm having shown a leakage amounting to the ordinary supply of that stream, the committee on the 16th January last sanctioned the repudding of three feet of the upper portion of both banks, as recommended by the company's surveyor, and as approved of by Mr. Cubitt. This work was commenced on the 12th of March, and its estimated cost is about 2000*l.* The committee had resumed the negotiations which had formerly been entered into for the purchase of King's Langley Mill, and of the agreement which this company entered into with the miller in 1818; the committee had to report that, on the 1st February last, terms were concluded with Mr. Toovey, for the purchase by the company of that property, together with his interest in the agreement above mentioned, for the sum of 15,000*l.* They have to announce, that in consequence of the reductions lately made in the charges for the carriage of goods by other modes of conveyance, they deemed it their duty, on the 12th March last, to call upon the canal companies, forming the thoroughfare line, to join with them in a reduction to a maximum charge of 4*d.* per ton per mile on all articles conveyed to places short of London, and *vice versa*; and the Leicester Canals having approved of this alteration, it was carried into effect, in conjunction with that line, on the 1st May. As the result of the above reductions of the company's tonnages, from 14*d.*, 1*d.*, and 4*d.*, as well as those contemplated could not yet be ascertained, and as the cost of repudding the Wendover Arm, with the purchase of King's Langley Mill, will appear in the next half-year's account, the committee recommended the meeting to declare a dividend of 3*l.* 10*s.* per share—amounting to 40,992*l.* 10*s.*; to be paid free of income tax on Tuesday, the 8th day of July next.—From the statement of accounts it appeared, that the total receipts for the half-year had been 85,581*l.* 1*s.* 6*d.*, including a balance from the previous year of 12,318*l.* 5*s.* 5*d.*, and the disbursements 17,298*l.* 1*s.* 2*d.*—leaving a balance in favour of the company of 68,373*l.* 4*d.*, out of which would be paid the dividend, amounting to 40,992*l.* 10*s.*, which would then leave a balance in hand of 28,280*l.* 10*s.* 4*d.*—The reports and accounts were unanimously received and adopted, and a vote of thanks passed to the committee.

NEWCASTLE AND CARLISLE RAILWAY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—I observe Mr. Plummer, the chairman of this concern, has come to the rescue of his friend, Nicholas Wood; and very prettily he helps his "lame dog over the stile." He does not, he cannot, deny Mr. Wood's statement before the House of Commons, that the charge for carriage of coal on this line is 1*d.* per ton per mile. He does not, he cannot, deny that the gross charge for that article is 2½*d.* for home sale, and 1½*d.* for exportation; but he attempts to get out of the assertion by a miserable subterfuge. He says, "the facts are as follows:—The railway charge for dues and haulage, exclusive of wagon rent and pontage for the bridge over the Eden (as paid by the Earl of Carlisle's collieries and the Blenkinsopp Company), is for round coal for land sale under 1½*d.*, for small coal for land sale under 1½*d.*, for round and small coal for exportation under 4½*d.* per ton per mile"—and then gives the very comfortable assurance, that "these rates are most moderate!" Why, including the wagon rent and this pontage, which Mr. Plummer so coolly excludes, the charges do come to the full sums I mentioned—viz., 2½*d.* and 1½*d.* per ton per mile; Mr. Plummer might as well attempt to gull "the distant proprietors" by "informing" them that the fare of a first-class passenger from Newcastle to Carlisle was 6*s.*, and give his facts, when inquired into, thus: the charge for ticket and haulage, exclusive of the smart carriage, and wretchedly inconvenient station at Newcastle I have provided for you, is under 6*s.*—well, but asks the "distant proprietor," why have you charged me 11*s.*, when you say your fare is only 6*s.*? Oh! says Mr. Plummer, there is, besides that, the carriage and the cushions, and the station, &c., to be paid for, which were not included in the fare, and these amount to, say 5*s.* 0½*d.*, together make the charge or fare of 11*s.* Does not Mr. Plummer know that a sum total consists of component parts?—and these dues, haulage, waggons, pontage, &c., are the component parts of the charge for carriage of coal, which Mr. Wood so vauntingly proved to be 1*d.* per ton per mile!! Yet Mr. Plummer himself states that even some of the component parts of this charge exceed greatly that sum.

Mr. Plummer may thank himself and Mr. Wood for any allusion to the motives of the coalowners of the east, who are on the direction, for keeping up the charge; and, though he chooses to misquote my letter, if he finds the cap to fit him, he is perfectly at liberty to wear it. He, and Mr. Wood, first flung the imputation, which seems to nettles him, on Mr. Dixon, when advocating a reduction, insinuating that such advocacy arose from his being a partner in the Blenkinsopp Company. If Mr. Plummer forces a comparison between himself and Mr. Dixon, let him be assured the latter will not suffer by it. My assertion is as good as Mr. Plummer's, and, if the Blenkinsopp Company does continue in a state of inactivity, the interests of the railway company will not only be materially, but permanently, affected. Other collieries on the line, neither can, or will, "increase their production to meet the demand;" but the demand at Carlisle will be supplied from collieries on the Maryport line, where the charge is much lower—already that is done to a considerable, and daily increasing, extent. Mr. Plummer says, if the railway company reduced the rates, as desired by the Blenkinsopp Company, they would have carried these coals at a loss. This is a mere assertion; but, supposing it was so, cannot Mr. Plummer see, that, with a low rate of charge, there would have been four or five times as great a quantity carried along the line, at very little added cost to the railway company, but at great increased profit, instead of loss.

Many of the "distant proprietors" would like to be "informed" on some other points in my last letter, on which Mr. Plummer maintains so dignified a silence—while he attempts to amuse them by the elasticity of the company's sources of revenue—rather an unhappy figure of speech; elastic sources are not the most to be relied on—elasticity in such matters being the very basis of re-action. The true sources of railway prosperity consist in steady, permanent traffic, at fair and reasonable rates; not in forced, irregular, and elastic schemes, and contrivances for revenue. It is perfectly honest and fair to fight the monstrous monopoly and injustice of railways under any mask. The old saying "Corporations have no consciences," applies in all its force to railway boards. If his demands "were as plentiful as blackberries," I shall not, to please Mr. Plummer subscribe myself otherwise than

ONE WHO WILL BE ANSWERED AT THE NEXT PUBLIC MEETING

WEXFORD, WATERFORD AND VALENTIA RAILWAY, TO JOIN THE WATERFORD, LIMERICK, AND CORK RAILWAYS.

Provisionally Registered, pursuant to 7th and 8th Victoria, cap. 110.
Capital, £1,200,000, in 80,000 shares of £25 each; deposit, £1 7s. 6d. per share.

PROVISIONAL COMMITTEE.

Sir Robert Fitz-Wynnan, Bart. Connaught-place, Hyde-park
John Nunn, Esq. Silverspring, Wexford
Robert Hughes, Esq. Ely-house, Wexford
Sir Richard Langrishe, Bart. Knocktopher, Kilkenny
Rev. Richard King, Woodville
Sir Edward Cholmondeley Dering, Bart. Surrenden Dering, Kent
William Richardson, Esq. Charlotte-street, Bedford-square
I. Leveson Gower Ward, Esq. Lincoln's Inn
I. T. Miller, jun. Esq. Abchurch-lane
Richard Goff, Esq. Tottenham-green, Wexford
Colonel William P. Pigott, Esq. Slevoe Castle, Wexford
Francis Leigh, Esq. Magistrate, Roscarl, Wexford
Captain C. C. Mansergh, Longraigue, Wexford
Walter Horne, Esq. Harpersburg, Wexford
Patrick Trant, Esq. County Magistrate, Waterville, Caberiveen
Samuel Handy, Esq. Merchant, New Ross
Ambrose Miller, Esq. Merchant, Thames-street
Captain W. Toole, County Magistrate, Curlew
Higitt Trench, Esq. Ballyhealy, Wexford
Charles O'Connell, Esq. Atrada, Caberiveen
David Beatty, Esq. Postage, Wexford
W. H. Kelloe, Esq. Great Clonard, Wexford
Richard McGillicuddy, Esq. County Magistrate, Whitefield, Kilkenny
R. Atkins Rogers, Esq. Magistrate, Director of the Cork and Passage Railway
Henry R. Harvey, Esq. Magistrate, Kyle House, Wexford
Richard Clayton Browne Clayton, Esq. Adlington Hall, Wigan, and
Carrickburn Lodge, Wexford
William Wilson, Esq. Rosville, Wexford
Martin Howlett, Esq. Magistrate, New Ross
George Hartrick, Esq. Merchant, New Ross
Rev. Henry Helsham, Roscrea, Kilkenny
Wm. Campbell, Esq. Great Portland-street
Samuel Kough, Esq. Merchant, New Ross
John Preston, Esq. Roscrea, Kilkenny
Rev. G. E. Armstrong, Listerin, Kilkenny
Edward Eise, Esq. Magistrate, Keel, Milltown
(With power to add to their number.)

BANKERS.—Messrs. Smith, Payne, and Smiths, London; and County Bank, London; and the Manchester and Liverpool District Bank, Liverpool; the Bank of Ireland, and the Provincial Bank of Ireland, and their branches.

ENGINEER-IN-CHIEF.—William Gravatt, Esq. F.R.S.

ACTING ENGINEER.—Robert McCall, Esq. C.E.

SOLICITORS.—Messrs. Stevens, Wilkinson, and Satchell, Queen-street, London; John Symons, Esq. 33, Old Jewry, London; William B. West, Esq. Wexford. 33, Old Jewry, June 2, 1845.

WEXFORD, WATERFORD, AND VALENTIA RAILWAY.

The committee of management have the greatest satisfaction in stating, that they have allotted all the shares in this undertaking; the numerous applications have rendered this a task of no slight difficulty, and they regret they have been obliged to omit from the list of shareholders many whose respectability is undoubted, and greatly curtail the amount of all; and it is requested that those who have no answers to their applications will understand that their requests could not be complied with.

By order, J. SYMONS, Provisional Secretary.
33, Old Jewry, June 2, 1845.

PATENT FUEL COMPANY.

To be incorporated by Act of Parliament.
Provisionally registered, pursuant to the Act 7th and 8th Vic., cap. 110.
Capital £200,000, in 10,000 shares of £20 each.—Deposit £2 per share, payable after complete registration.

DIRECTORS.

Sir George Rich, Lowndes-street, Belgrave-square, Chairman.
George Brockelbank, Esq. Croom's-hill, Greenwich
George Augustus Brown, Esq. Gower-street
Colles Child, Esq. Lambeth
William Dallas, Esq. Austinfriars
Thomas Lawrence, Esq. Lee, Kent
George Smith, Esq. Frederick's-place, Old Jewry
James Traill, Esq. Blackheath
F. J. Van Zeller, Esq. Jeffrey's-square

BANKERS.

Messrs. Spooner, Attwoods, and Co.; Messrs. Cockburn and Co.
Solicitors.—Edmund John Scott, Esq. St. Mildred's-court, Fenchurch.
MANAGER OF THE MANUFACTURING DEPARTMENT.—F. C. Warlich, Esq.
SECRETARY.—William Nicholas De Mattos, Esq.

This company is formed for the purpose of manufacturing, under an exclusive grant, for the benefit of the company, upon an extensive scale, at various parts of the United Kingdom, the Fuel for which Mr. Warlich has obtained Letters-Patent, and for granting licenses, under the same, to parties who may be desirous of making the Fuel.

This Fuel is applicable to the following purposes:—

1. Steam-Boats and Stationary Engines.
2. Locomotives.
3. Household Use.

The quality of this Fuel has been proved most satisfactorily by experiments, made by the order of the Admiralty, at Woolwich Dockyard, and in several of the Government steamers. As an additional proof of the high opinion the Government have of this Fuel, a large quantity has recently been delivered at Woolwich Dockyard, for the purpose of being sent out with the expedition to the North Pole; and a cargo of 200 tons is now in course of shipment, per *Superior*, for Sierra Leone, by order of the Admiralty; and the Right Hon. the Earl of Londesdale has purchased a license to manufacture the Fuel at his extensive collieries at Lonsdale. It may be briefly stated, that the advantages to be derived from this Fuel are as follows:—

1. A Saving in Expense of 24 per cent.
2. A Saving in Wear and Tear of Machinery for Steam purposes.
3. A Saving in Space required for Storage, at the rate of 33 per cent.
4. A Greater Degree of Cleanliness.

Prospectuses, with full details of the company's object, together with forms of applications for shares, may be obtained at the office of the solicitor of the company, 6, St. Mildred's-court, Fenchurch; or of the secretary, at the company's temporary offices, 5, Jeffrey's-square, St. Mary-axe, London.

PATENT FUEL COMPANY.

(Provisionally Registered, pursuant to the Act of 7 and 8 Vic., cap. 110.)
Notice is hereby given, that NO APPLICATIONS FOR SHARES in this company will be received after SATURDAY, the 14th June, immediately after which the directors will proceed with the allotment of the shares. The company's Deed of Settlement will be ready for signature on allotment of the shares. By order of the board,
WILLIAM NICHOLAS DE MATTOS, Secretary.
Temporary Offices, 5, Jeffrey's-square, London, June 5, 1845.

HARVEY AND WEST'S

PATENT VALVES,
APPLICABLE TO PUMPS OF EVERY
DESCRIPTION.

The superiority of these valves, as economical in respect both of trouble and expense, has been proved by the experience of their GENERAL USE for more than SEVEN YEARS.

The patentees refer to nearly all the water-works engineers in the kingdom, by whom satisfactory testimonials have been freely given.

The principle adopted is that of "OBTAINING THE GREATEST WATER PASSAGE BY THE LEAST POSIBLE PRESSURE AREA," thereby avoiding the great concussion occasioned by the closing of ordinary valves, and the loss caused by letting in air under them.

Until the invention of these valves (first used at the East London Water-Works), the most economical mode of raising water—viz., by the plunger-pump, and the principle of expansive steam, as practiced in Cornwall, was impracticable for water-works purposes.

Sketch A shows the manner in which the valves have been applied to air-pumps of steam-engines. Sketch B, the manner of their application to pumps for lifting water.

The Valves are shown open in both Sketches.

Address Messrs. HARVEY AND WEST,
HAYLE FOUNDRY, CORNWALL.
PRINCIPAL MANUFACTURERS
Messrs. HARVEY AND CO.,
HAYLE FOUNDRY, CORNWALL.

THE PATENT GALVANISED IRON COMPANY beg leave to announce to the public, that they are prepared to SUPPLY ROOFING, SHIP-SHEATHING AND FASTENINGS, CHAINS, and the endless variety of articles to which iron, not subject to rust, may be applied.—Testimonials may be seen by application at the office, 3, Mansion House-place, London.

CAUTION.—THE PATENT GALVANISED IRON COMPANY having ascertained that certain PARTIES are INFRINGING their PATENT by the MANUFACTURE and SALE of a SPURIOUS and COUNTERFEIT ARTICLE, to the injury of the company and the detriment of the public, hereby give NOTICE, that this COMPANY have the SOLE PRIVILEGE of manufacturing and selling IRON COATED WITH ZINC, commonly called "Galvanised Iron," and that they will inflict the utmost PENALTIES of the law upon all PERSONS MANUFACTURING or SELLING the same without their authority, as well as upon all persons buying or using any Galvanised Iron not manufactured by them, or sold by their authority.
3, Mansion House-place, London, Jan. 24, 1845.

ALTO DOURO RAILWAY.

Capital 6000 contos of reis (£1,200,000), in 60,000 shares, of 100 milreis (£22 10s.) each.—Deposit 6 milreis (£1 7s.) per share.

The disposal of 20,000 shares will be suspended by the directors, to afford the inhabitants of Portugal an opportunity of becoming proprietors of the company.
OFFICES, 95, GRACECHURCH-STREET, CITY.

BRITISH PROVISIONAL DIRECTORS.

(With power to add to their number.)
Charles M. Rigg, Esq., 72, York-place, Portman-square
George Underwood, Esq., 27, Upper George-street, Portman-square
Major Newcombe, Gloucester-place, Regent's-park, director of the Shrewsbury, Hereford, and North Wales Railway
James William Gudge, Esq., 31, Burton-street, Belgrave-square
Algernon W. B. Greville, Esq., Cambridge-terrace, Hyde-park, director of the Eastern and Western Railway, and of the London and Bantry Irish Railway
R. Zinzan, Esq., Edmonton
W. Vickers, Esq., Radnor-place, Gloucester-square, Hyde-park, chairman of the Gooch and Doncaster Railway
Frederick White, Esq., R.N., Shoeburyness

ENGINEER.—William Gravatt, Esq. F.R.S., Parliament-street.

SOLICITORS.—Messrs. Mayhew and Son, 26, Carey-street, Lincoln's Inn.

BANKERS.—Sir Claude Scott and Co., Cavendish-square; Commercial Bank of London.

SECRETARY.—T. M. Russell, Esq.

PROSPECTUS.

This railway, commencing near the city of Oporto, will be the first section of the grand Portuguese and Spanish central line; this portion of the same, extending to Torre do Moncorvo, with its contemplated branches, will not exceed 100 miles in length. The natural valley of the Douro will, to a great extent, facilitate the operations of the engineering staff, and very materially reduce the cost of construction.

Proceeding near the city of Lamego, it will in its progress through the district communicate with Bittalia, Timorões, Albasalenca, Canaresco, Abacal, Aveca, Resende, Amante, Mesamplo, Pazo de Regoa, Turones, Passo, Gallafella, Galapena, Campeno, Villa Real, Cadaval, Muros, Beves, Mirandella, Frelat, Linhares, L. Mancella, Evadosa, Amende, Rambedo, St. Jean de Pequena, Castanheira, Fize Boucha, Muragata, Medo, Escalco, Alameda, Mos, Masuco, Prado, Alva, Castel Melhor, Castel Rodrigo, Pinkel, &c. Numerous of the most fertile valleys in the country will be in immediate connection with the line, which will afford a most ready means of conveying their produce to Oporto. Oporto, a city of 100,000 people, the great emporium of the commerce of Portugal, must always be the natural outlet for the produce of the country, and the medium for the introduction of goods equivalent to the export, in order to keep up the balance of trade. The present situation of Portugal, and other countries, presents annually exceeds 70,000 pipes, besides immense quantities of oil, fruit, onions, &c.—the export of which, by the facilities of railway transit, must be greatly increased.

It is difficult to imagine to what extent this increase will reach. In England, France, and Belgium there were, previous to the introduction of railways, ready means of communication, yet, since their introduction, the traffic has more than doubled; but in this country, possessing none but the simplest and most inadequate modes of conveyance, the introduction of railways will, in the first instance, open up the most important position of the kingdom, so rapidly becoming the depot of industry and the focus of prosperity, an enormous traffic must quickly develop itself.

The River Douro, it must be observed, is in a very neglected state. For considerable periods it is every year wholly un navigable for commercial purposes, in consequence of heavy floods, whilst during the summer months the disadvantages attending the same, by reason of its being untidial, are numerous and great. Steam-boats already are established on the English and Scotch coasts, and in consequence of the numerous and extensive districts of this country will be placed within six days of Torre do Moncorvo, which, situated within a few miles of the Spanish frontier, must in a short time become an emporium of Portugal. The traffic returns have been carefully considered, and found fully adequate to insure a satisfactory return. In the upper districts extensive mineral and coal deposits are known to exist, and will add most materially to the revenue of the company. The exports consist largely of wines, brandy, oil, salt, fruits, onions, flax, cork, wool, cattle, &c. The imports of woollen, cotton, hardware, and other manufactured goods, salt fish, sugar, &c. are generally.

An amelioration of the Portuguese tariff being confidently expected, the statesman of Lusitania view with satisfaction the introduction of an undertaking which cannot fail to improve the best interests of their country, and strengthen the bonds of amity now so happily existing between the two kingdoms.

The improved state of affairs in the Peninsula will eventually insure the extension of this line to the ancient and populous city of Salamanca, and the very heart of Spain. An immense district of land will thus be brought under the influence of commerce, and its proximity to the sea coast, and thence, by consequence, with England and all the maritime nations of the world.

A deposit of 6 milreis (£1 7s.) per share must be paid to the bankers of the company on the allotment of shares, and no further call will be made until a concession shall be obtained, unless the requisition of the local authorities shall render such a proceeding necessary. In the unexpected event of the proposed line not being carried out, the whole of the deposit shall be returned to the holders of the shares, in exchange for scrip receipts, but such expenses are in no case to exceed 7s. per share.

The receipt given by the bankers for the amount of deposit will, when exchanged at the offices of the company, entitle the holder to a certificate of shares to the extent of deposit, at the rate of 27s. per share. Twenty-one days' notice will be given requiring such exchange by an advertisement inserted twice at distinct times in two daily morning newspapers published in London.

The notice of calls will, in the same manner, be given by advertising in two daily morning papers, published in London, and in such Lisbon, Oporto, and other papers as the directors shall from time to time determine, and if any call shall be in arrear and unpaid for twenty-eight days after the day appointed for payment, the shares and interest of the delinquent shall be absolutely forfeited.

No call shall exceed the amount of deposit (£1 7s.), and every call shall be made at a period of not less than four months between each call, unless by order of a general meeting of shareholders, regularly convened by advertisement in two daily morning newspapers published in London.

When the full amount of the subscription shall be paid, the holder of the stock shall be entitled to receive, upon demand, a certificate, payable to bearer.

The management of the company's affairs will be vested in a board of directors in Portugal, acting in conjunction with the board in London.

The provisional directors are in course of negotiation with the Portuguese Government, and with the proprietors of lands and property for concessions, purchases, or leases of lands and properties, that may be necessary to construct the proposed line of railway, and such other powers as shall be found essential to the interests of the company.

Should it be deemed expedient to extend this line, or to form branches connected therewith, the original shareholders will have a preference in the further allotment of any shares for such purpose or purposes.

Prospectuses and forms of applications may be had at the offices of the company, No. 95, Gracechurch-street; of the solicitors, Messrs. Mayhew and Son, No. 26, Carey-street, Lincoln's Inn; and of the following agents:—
Langworthy, Exeter; Luke Arnold, Esq., Bristol; Thomas Cuttle, Esq., Wakefield; S. H. Armytage, Esq., Wakefield; W. Fordyce, Esq., Newcastle-upon-Tyne; Messrs. Tate and Nash, Bristol; John Thos. Holland, Esq., Coventry; Henry Bellingham, Esq., Wakefield; John Wade, Esq., Birmingham; J. Bannister, Esq., Exeter; James Stokes, Esq., Cheltenham; Messrs. R. B. Watson and Co., Leeds; Messrs. Duncan and Hutchinson, Glasgow; James Pringle, Esq., Edinburgh; R. T. Head, Esq., Exeter; Messrs. Collinson and Co., Dublin; J. F. Bennallack, Esq., York; George Miller, Esq., Liverpool; Son, Norwich; Messrs. Foulds and Cockburn, Glasgow; Messrs. Hugh Munro and Co., Edinburgh; Thomas Miller, Esq., Edinburgh; Thomas Crowdon, Esq., Liverpool; James Davis, Esq., Liverpool; John Ellis, Esq., Falmouth; James Jamieson, Esq., Leeds; Thomas Corfield, Esq., Penryn; Messrs. T. Cardwell and Sons, Manchester; C. F. Gower, Esq., Ipswich; A. Laurie, Esq., Liverpool; Joseph Clarke, jun., Esq., Southampton; W. H. Collis, Esq., Birmingham; Thomas Boardman, Esq., Blackburn; Messrs. Boyce Low, Fin, and Co., Dublin; J. F. Bennallack, Esq., York; George Miller, Esq., Liverpool; Son, Norwich; Messrs. Foulds and Cockburn, Glasgow; Messrs. Hugh Munro and Co., Edinburgh; Thomas Miller, Esq., Edinburgh; Thomas Crowdon, Esq., Liverpool; James Davis, Esq., Liverpool; John Ellis, Esq., Falmouth; James Jamieson, Esq., Leeds; Thomas Corfield, Esq., Penryn; Messrs. T. Cardwell and Sons, Manchester; C. F. Gower, Esq., Ipswich; A. Laurie, Esq., Liverpool; Joseph Clarke, jun., Esq., Southampton; W. H. Collis, Esq., Birmingham; Thomas Boardman, Esq., Blackburn; Messrs. Boyce Low, Fin, and Co., Dublin; J. F. Bennallack, Esq., York; George Miller, Esq., Liverpool; Son, Norwich; Messrs. Foulds and Cockburn, Glasgow; Messrs. Hugh Munro and Co., Edinburgh; Thomas Miller, Esq., Edinburgh; Thomas Crowdon, Esq., Liverpool; James Davis, Esq., Liverpool; John Ellis, Esq., Falmouth; James Jamieson, Esq., Leeds; Thomas Corfield, Esq., Penryn; Messrs. T. Cardwell and Sons, Manchester; C. F. Gower, Esq., Ipswich; A. Laurie, Esq., Liverpool; Joseph Clarke, jun., Esq., Southampton; W. H. Collis, Esq., Birmingham; Thomas Boardman, Esq., Blackburn; Messrs. Boyce Low, Fin, and Co., Dublin; J. F. Bennallack, Esq., York; George Miller, Esq., Liverpool; Son, Norwich; Messrs. Foulds and Cockburn, Glasgow; Messrs. Hugh Munro and Co., Edinburgh; Thomas Miller, Esq., Edinburgh; Thomas Crowdon, Esq., Liverpool; James Davis, Esq., Liverpool; John Ellis, Esq., Falmouth; James Jamieson, Esq., Leeds; Thomas Corfield, Esq., Penryn; Messrs. T. Cardwell and Sons, Manchester; C. F. Gower, Esq., Ipswich; A. Laurie, Esq., Liverpool; Joseph Clarke, jun., Esq., Southampton; W. H. Collis, Esq., Birmingham; Thomas Boardman, Esq., Blackburn; Messrs. Boyce Low, Fin, and Co., Dublin; J. F. Bennallack, Esq., York; George Miller, Esq., Liverpool; Son, Norwich; Messrs. Foulds and Cockburn, Glasgow; Messrs. Hugh Munro and Co., Edinburgh; Thomas Miller, Esq., Edinburgh; Thomas Crowdon, Esq., Liverpool; James Davis, Esq., Liverpool; John Ellis, Esq., Falmouth; James Jamieson, Esq., Leeds; Thomas Corfield, Esq., Penryn; Messrs. T. Cardwell and Sons, Manchester; C. F. Gower, Esq., Ipswich; A. Laurie, Esq., Liverpool; Joseph Clarke, jun., Esq., Southampton; W. H. Collis, Esq., Birmingham; Thomas Boardman, Esq., Blackburn; Messrs. Boyce Low, Fin, and Co., Dublin; J. F. Bennallack, Esq., York; George Miller, Esq., Liverpool; Son, Norwich; Messrs. Foulds and Cockburn, Glasgow; Messrs. Hugh Munro and Co., Edinburgh; Thomas Miller, Esq., Edinburgh; Thomas Crowdon, Esq., Liverpool; James Davis, Esq., Liverpool; John Ellis, Esq., Falmouth; James Jamieson, Esq., Leeds; Thomas Corfield, Esq., Penryn; Messrs. T. Cardwell and Sons, Manchester; C. F. Gower, Esq., Ipswich; A. Laurie, Esq., Liverpool; Joseph Clarke, jun., Esq., Southampton; W. H. Collis, Esq., Birmingham; Thomas Boardman, Esq., Blackburn; Messrs. Boyce Low, Fin, and Co., Dublin; J. F. Bennallack, Esq., York; George Miller, Esq., Liverpool; Son, Norwich; Messrs. Foulds and Cockburn, Glasgow; Messrs. Hugh Munro and Co., Edinburgh; Thomas Miller, Esq., Edinburgh; Thomas Crowdon, Esq., Liverpool; James Davis, Esq., Liverpool; John Ellis, Esq., Falmouth; James Jamieson, Esq., Leeds; Thomas Corfield, Esq., Penryn; Messrs. T. Cardwell and Sons, Manchester; C. F. Gower, Esq., Ipswich; A. Laurie, Esq., Liverpool; Joseph Clarke, jun., Esq., Southampton; W. H. Collis, Esq., Birmingham; Thomas Boardman, Esq., Blackburn; Messrs. Boyce Low, Fin, and Co., Dublin; J. F. Bennallack, Esq., York; George Miller, Esq., Liverpool; Son, Norwich; Messrs. Foulds and Cockburn, Glasgow; Messrs. Hugh Munro and Co., Edinburgh; Thomas Miller, Esq., Edinburgh; Thomas Crowdon, Esq., Liverpool; James Davis, Esq., Liverpool; John Ellis, Esq., Falmouth; James Jamieson, Esq., Leeds; Thomas Corfield, Esq., Penryn; Messrs. T. Cardwell and Sons, Manchester; C. F. Gower, Esq., Ipswich; A. Laurie, Esq., Liverpool; Joseph Clarke, jun., Esq., Southampton; W. H. Collis, Esq., Birmingham; Thomas Boardman, Esq., Blackburn; Messrs. Boyce Low, Fin, and Co., Dublin; J. F. Bennallack, Esq., York; George Miller, Esq., Liverpool; Son, Norwich; Messrs. Foulds and Cockburn, Glasgow; Messrs. Hugh Munro and Co., Edinburgh; Thomas Miller, Esq., Edinburgh; Thomas Crowdon, Esq., Liverpool; James Davis, Esq., Liverpool; John Ellis, Esq., Falmouth; James Jamieson, Esq., Leeds; Thomas Corfield, Esq., Penryn; Messrs. T. Cardwell and Sons, Manchester; C. F. Gower, Esq., Ipswich; A. Laurie, Esq., Liverpool; Joseph Clarke, jun., Esq., Southampton; W. H. Collis, Esq., Birmingham; Thomas Boardman, Esq., Blackburn; Messrs. Boyce Low, Fin, and Co., Dublin; J. F. Bennallack, Esq., York; George Miller, Esq., Liverpool; Son, Norwich; Messrs. Foulds and Cockburn, Glasgow; Messrs. Hugh Munro and Co., Edinburgh; Thomas Miller, Esq., Edinburgh; Thomas Crowdon, Esq., Liverpool; James Davis, Esq., Liverpool; John Ellis, Esq., Falmouth; James Jamieson, Esq., Leeds; Thomas Corfield, Esq., Penryn; Messrs. T. Cardwell and Sons, Manchester; C. F. Gower, Esq., Ipswich; A. Laurie, Esq., Liverpool; Joseph Clarke, jun., Esq., Southampton; W. H. Collis, Esq., Birmingham; Thomas Boardman, Esq., Blackburn; Messrs. Boyce Low, Fin, and Co., Dublin; J. F. Bennallack, Esq., York; George Miller, Esq., Liverpool; Son, Norwich; Messrs. Foulds and Cockburn, Glasgow; Messrs. Hugh Munro and Co., Edinburgh; Thomas Miller, Esq., Edinburgh; Thomas Crowdon, Esq., Liverpool; James Davis, Esq., Liverpool; John Ellis, Esq., Falmouth; James Jamieson, Esq., Leeds; Thomas Corfield, Esq., Penryn; Messrs. T. Cardwell and Sons, Manchester; C. F. Gower, Esq., Ipswich; A. Laurie, Esq., Liverpool; Joseph Clarke, jun., Esq., Southampton; W. H. Collis, Esq., Birmingham; Thomas Boardman, Esq., Blackburn; Messrs. Boyce Low, Fin, and Co., Dublin; J. F. Bennallack, Esq., York; George Miller, Esq., Liverpool; Son, Norwich; Messrs. Foulds and Cockburn, Glasgow; Messrs. Hugh Munro and Co., Edinburgh; Thomas Miller, Esq., Edinburgh; Thomas Crowdon, Esq., Liverpool; James Davis, Esq., Liverpool; John Ellis, Esq., Falmouth; James Jamieson, Esq., Leeds; Thomas Corfield, Esq., Penryn; Messrs. T. Cardwell and Sons, Manchester; C. F. Gower, Esq., Ipswich; A. Laurie, Esq., Liverpool; Joseph Clarke, jun., Esq., Southampton; W. H. Collis, Esq., Birmingham; Thomas Boardman, Esq., Blackburn; Messrs. Boyce Low, Fin, and Co., Dublin; J. F. Bennallack, Esq., York; George Miller, Esq., Liverpool; Son, Norwich; Messrs. Foulds and Cockburn, Glasgow; Messrs. Hugh Munro and Co., Edinburgh; Thomas Miller, Esq., Edinburgh; Thomas Crowdon, Esq., Liverpool; James Davis, Esq., Liverpool; John Ellis, Esq., Falmouth; James Jamieson, Esq., Leeds; Thomas Corfield, Esq., Penryn; Messrs. T. Cardwell and Sons, Manchester; C. F. Gower, Esq., Ipswich; A. Laurie, Esq., Liverpool; Joseph Clarke, jun., Esq., Southampton; W. H. Collis, Esq., Birmingham; Thomas Boardman, Esq., Blackburn; Messrs. Boyce Low, Fin, and Co., Dublin; J. F. Bennallack, Esq., York; George Miller, Esq., Liverpool; Son, Norwich; Messrs. Foulds and Cockburn, Glasgow; Messrs. Hugh Munro and Co., Edinburgh; Thomas Miller, Esq., Edinburgh; Thomas Crowdon, Esq., Liverpool; James Davis, Esq., Liverpool; John Ellis, Esq., Falmouth; James Jamieson, Esq., Leeds; Thomas Corfield, Esq., Penryn; Messrs. T. Cardwell and Sons, Manchester; C. F. Gower, Esq., Ipswich; A. Laurie, Esq., Liverpool; Joseph Clarke, jun., Esq., Southampton; W. H. Collis, Esq., Birmingham; Thomas Boardman, Esq., Blackburn; Messrs. Boyce Low, Fin, and Co., Dublin; J. F. Bennallack, Esq., York; George Miller, Esq., Liverpool; Son, Norwich; Messrs. Foulds and Cockburn, Glasgow; Messrs. Hugh Munro and Co., Edinburgh; Thomas Miller, Esq., Edinburgh; Thomas Crowdon, Esq., Liverpool; James Davis, Esq., Liverpool; John Ellis, Esq., Falmouth; James Jamieson, Esq., Leeds; Thomas Corfield, Esq., Penryn; Messrs. T. Cardwell and Sons, Manchester; C. F. Gower, Esq., Ipswich; A. Laurie, Esq., Liverpool; Joseph Clarke, jun., Esq., Southampton; W. H. Collis, Esq., Birmingham; Thomas Boardman, Esq., Blackburn; Messrs. Boyce Low, Fin, and Co., Dublin; J. F. Bennallack, Esq., York; George Miller, Esq., Liverpool; Son, Norwich; Messrs. Foulds and Cockburn, Glasgow; Messrs. Hugh Munro and Co., Edinburgh; Thomas Miller, Esq., Edinburgh; Thomas Crowdon, Esq., Liverpool; James Davis, Esq., Liverpool; John Ellis, Esq., Falmouth; James Jamieson, Esq., Leeds; Thomas Corfield, Esq., Penryn; Messrs. T. Cardwell and Sons, Manchester; C. F. Gower, Esq., Ipswich; A. Laurie, Esq., Liverpool; Joseph Clarke, jun., Esq., Southampton; W. H. Collis, Esq., Birmingham; Thomas Boardman, Esq., Blackburn; Messrs. Boyce Low, Fin, and Co., Dublin; J. F. Bennallack, Esq., York; George Miller, Esq., Liverpool; Son, Norwich; Messrs. Foulds and Cockburn, Glasgow; Messrs. Hugh Munro and Co., Edinburgh; Thomas Miller, Esq., Edinburgh; Thomas Crowdon, Esq., Liverpool; James Davis, Esq., Liverpool; John Ellis, Esq., Falmouth; James Jamieson, Esq., Leeds; Thomas Corfield, Esq., Penryn; Messrs. T. Cardwell and Sons, Manchester; C. F. Gower, Esq., Ipswich; A. Laurie, Esq., Liverpool; Joseph Clarke, jun., Esq., Southampton; W. H. Collis, Esq., Birmingham; Thomas Boardman, Esq., Blackburn; Messrs. Boyce Low, Fin, and Co., Dublin; J. F. Bennallack, Esq., York; George Miller, Esq., Liverpool; Son, Norwich; Messrs. Foulds and Cockburn, Glasgow; Messrs. Hugh Munro and Co., Edinburgh; Thomas Miller, Esq., Edinburgh; Thomas Crowdon, Esq., Liverpool; James Davis, Esq., Liverpool; John Ellis, Esq., Falmouth; James Jamieson, Esq., Leeds; Thomas Corfield, Esq., Penryn; Messrs. T. Cardwell and Sons, Manchester; C. F. Gower, Esq., Ipswich; A. Laurie, Esq., Liverpool; Joseph Clarke, jun., Esq., Southampton; W. H. Collis, Esq., Birmingham; Thomas Boardman, Esq., Blackburn; Messrs. Boyce Low, Fin, and Co., Dublin; J. F. Bennallack, Esq., York; George Miller, Esq., Liverpool; Son, Norwich; Messrs. Foulds and Cockburn, Glasgow; Messrs. Hugh Munro and Co., Edinburgh; Thomas Miller, Esq., Edinburgh; Thomas Crowdon, Esq., Liverpool; James Davis, Esq., Liverpool; John Ellis, Esq., Falmouth; James Jamieson, Esq., Leeds; Thomas Corfield, Esq., Penryn; Messrs. T. Cardwell and Sons, Manchester; C. F. Gower, Esq., Ipswich; A. Laurie, Esq., Liverpool; Joseph Clarke, jun., Esq., Southampton; W. H. Collis, Esq., Birmingham; Thomas Boardman, Esq., Blackburn; Messrs. Boyce Low, Fin, and Co., Dublin; J. F. Bennallack, Esq., York; George Miller, Esq., Liverpool; Son, Norwich; Messrs. Foulds and Cockburn, Glasgow; Messrs. Hugh Munro and Co., Edinburgh; Thomas Miller, Esq., Edinburgh; Thomas Crowdon, Esq., Liverpool; James Davis, Esq., Liverpool; John Ellis, Esq., Falmouth; James Jamieson, Esq., Leeds; Thomas Corfield, Esq., Penryn; Messrs. T. Cardwell and Sons, Manchester; C. F. Gower, Esq., Ipswich; A. Laurie, Esq., Liverpool; Joseph Clarke, jun., Esq., Southampton; W. H. Collis, Esq., Birmingham; Thomas Boardman, Esq., Blackburn; Messrs. Boyce Low, Fin, and Co., Dublin; J. F. Bennallack, Esq., York; George Miller, Esq., Liverpool; Son, Norwich; Messrs. Foulds and Cockburn, Glasgow; Messrs. Hugh Munro and Co., Edinburgh; Thomas Miller, Esq., Edinburgh; Thomas Crowdon, Esq., Liverpool; James Davis, Esq., Liverpool; John Ellis, Esq., Falmouth; James Jamieson, Esq., Leeds; Thomas Corfield, Esq., Penryn; Messrs. T. Cardwell and Sons, Manchester; C. F. Gower, Esq., Ipswich; A. Laurie, Esq., Liverpool; Joseph Clarke, jun., Esq., Southampton; W. H. Collis, Esq., Birmingham; Thomas Boardman, Esq., Blackburn; Messrs. Boyce Low, Fin, and Co., Dublin; J. F. Bennallack, Esq., York; George Miller, Esq., Liverpool; Son, Norwich; Messrs. Foulds and Cockburn, Glasgow; Messrs. Hugh Munro and Co., Edinburgh; Thomas Miller, Esq., Edinburgh; Thomas Crowdon, Esq., Liverpool; James Davis, Esq., Liverpool; John Ellis, Esq., Falmouth; James Jamieson, Esq., Leeds; Thomas Corfield, Esq., Penryn; Messrs. T. Cardwell and Sons, Manchester; C. F. Gower, Esq., Ipswich; A. Laurie, Esq., Liverpool; Joseph Clarke, jun., Esq., Southampton; W. H. Collis, Esq., Birmingham; Thomas Boardman, Esq., Blackburn; Messrs. Boyce Low, Fin, and Co., Dublin; J. F. Bennallack, Esq., York; George Miller, Esq., Liverpool; Son, Norwich; Messrs. Foulds and Cockburn, Glasgow; Messrs. Hugh Munro and Co., Edinburgh; Thomas Miller, Esq., Edinburgh; Thomas Crowdon, Esq., Liverpool; James Davis, Esq., Liverpool; John Ellis, Esq., Falmouth; James Jamieson, Esq., Leeds; Thomas Corfield, Esq., Penryn; Messrs. T. Cardwell and Sons, Manchester; C. F. Gower, Esq., Ipswich; A. Laurie, Esq., Liverpool; Joseph Clarke, jun., Esq., Southampton; W. H. Collis, Esq., Birmingham; Thomas Boardman, Esq., Blackburn; Messrs. Boyce Low, Fin, and Co., Dublin; J. F. Bennallack, Esq., York; George Miller, Esq., Liverpool; Son, Norwich; Messrs. Foulds and Cockburn, Glasgow; Messrs. Hugh Munro and Co., Edinburgh; Thomas Miller, Esq., Edinburgh; Thomas Crowdon, Esq., Liverpool; James Davis, Esq., Liverpool; John Ellis, Esq., Falmouth; James Jamieson, Esq., Leeds; Thomas Corfield, Esq., Penryn; Messrs. T. Cardwell and Sons, Manchester; C. F. Gower, Esq., Ipswich; A. Laurie, Esq., Liverpool; Joseph Clarke, jun., Esq., Southampton; W. H. Collis, Esq., Birmingham; Thomas Boardman, Esq., Blackburn; Messrs. Boyce Low, Fin, and Co., Dublin; J. F. Bennallack, Esq., York; George Miller, Esq., Liverpool; Son, Norwich; Messrs. Foulds and Cockburn, Glasgow; Messrs. Hugh Munro and Co., Edinburgh; Thomas Miller, Esq., Edinburgh; Thomas Crowdon, Esq., Liverpool; James Davis, Esq., Liverpool; John Ellis, Esq., Falmouth; James Jamieson, Esq., Leeds; Thomas Corfield, Esq., Penryn; Messrs. T. Cardwell and Sons, Manchester; C. F. Gower, Esq., Ipswich; A. Laurie, Esq., Liverpool; Joseph Clarke, jun., Esq., Southampton; W. H. Collis, Esq., Birmingham; Thomas Boardman, Esq., Blackburn; Messrs. Boyce Low, Fin, and Co., Dublin; J. F. Bennallack, Esq., York; George Miller, Esq., Liverpool; Son, Norwich; Messrs. Foulds and Cockburn, Glasgow; Messrs. Hugh Munro and Co., Edinburgh; Thomas Miller, Esq., Edinburgh; Thomas Crowdon, Esq., Liverpool; James Davis, Esq., Liverpool; John Ellis, Esq., Falmouth; James Jamieson, Esq., Leeds; Thomas Corfield, Esq., Penryn; Messrs. T. Cardwell and Sons, Manchester; C. F. Gower, Esq., Ipswich; A. Laurie, Esq., Liverpool; Joseph Clarke, jun., Esq., Southampton; W. H. Collis, Esq., Birmingham; Thomas Boardman, Esq., Blackburn; Messrs. Boyce Low, Fin, and Co., Dublin; J. F. Bennallack, Esq., York; George Miller, Esq., Liverpool; Son, Norwich; Messrs. Foulds and Cockburn, Glasgow; Messrs. Hugh Munro and Co., Edinburgh; Thomas Miller, Esq., Edinburgh; Thomas Crowdon, Esq., Liverpool; James Davis, Esq., Liverpool; John Ellis, Esq., Falmouth; James Jamieson, Esq., Leeds; Thomas Corfield, Esq., Penryn; Messrs. T. Cardwell and Sons, Manchester; C. F. Gower, Esq., Ipswich; A. Laurie, Esq., Liverpool; Joseph Clarke, jun., Esq., Southampton; W. H. Collis, Esq., Birmingham; Thomas Boardman, Esq., Blackburn; Messrs. Boyce Low, Fin, and Co., Dublin; J. F. Bennallack, Esq., York; George Miller, Esq., Liverpool; Son, Norwich; Messrs. Foulds and Cockburn, Glasgow; Messrs. Hugh Munro and Co., Edinburgh; Thomas Miller, Esq., Edinburgh; Thomas Crowdon, Esq., Liverpool; James Davis, Esq., Liverpool; John Ellis, Esq., Falmouth; James Jamieson, Esq., Leeds; Thomas Corfield, Esq., Penryn; Messrs. T. Cardwell and Sons, Manchester; C. F. Gower, Esq., Ipswich; A. Laurie, Esq., Liverpool; Joseph Clarke, jun., Esq., Southampton; W. H. Collis, Esq., Birmingham; Thomas Boardman, Esq., Blackburn; Messrs. Boyce Low, Fin, and Co., Dublin; J. F. Bennallack, Esq., York; George Miller, Esq., Liverpool; Son, Norwich; Messrs. Foulds and Cockburn, Glasgow; Messrs. Hugh Munro and Co., Edinburgh; Thomas Miller, Esq., Edinburgh; Thomas Crowdon, Esq., Liverpool; James Davis, Esq., Liverpool; John Ellis, Esq., Falmouth; James Jamieson, Esq., Leeds; Thomas Corfield, Esq., Penryn; Messrs. T. Cardwell and Sons, Manchester; C. F. Gower, Esq., Ipswich; A. Laurie, Esq., Liverpool; Joseph Clarke, jun., Esq., Southampton; W. H. Collis, Esq., Birmingham; Thomas Boardman, Esq., Blackburn; Messrs. Boyce Low, Fin, and Co., Dublin; J. F. Bennallack, Esq., York; George Miller, Esq., Liverpool; Son, Norwich; Messrs. Foulds and Cockburn, Glasgow; Messrs. Hugh Munro and Co., Edinburgh; Thomas Miller, Esq., Edinburgh; Thomas Crowdon, Esq., Liverpool; James Davis, Esq., Liverpool; John Ellis, Esq., Falmouth; James Jamieson, Esq., Leeds; Thomas Corfield, Esq., Penryn; Messrs. T. Cardwell and Sons, Manchester; C. F. Gower, Esq., Ipswich; A. Laurie, Esq., Liverpool; Joseph Clarke, jun., Esq., Southampton; W. H. Collis, Esq., Birmingham; Thomas Boardman, Esq., Blackburn; Messrs. Boyce Low, Fin, and Co., Dublin; J. F. Bennallack, Esq., York; George Miller, Esq., Liverpool; Son, Norwich; Messrs. Foulds and Cockburn, Glasgow; Messrs. Hugh Munro and Co., Edinburgh; Thomas Miller, Esq., Edinburgh; Thomas Crowdon, Esq., Liverpool; James Davis, Esq., Liverpool; John Ellis, Esq., Falmouth; James Jamieson, Esq., Leeds; Thomas Corfield, Esq., Penryn; Messrs. T. Cardwell and Sons, Manchester; C. F. Gower, Esq., Ipswich; A. Laurie, Esq., Liverpool; Joseph Clarke, jun., Esq., Southampton; W. H. Collis, Esq., Birmingham; Thomas Boardman, Esq., Blackburn; Messrs. Boy